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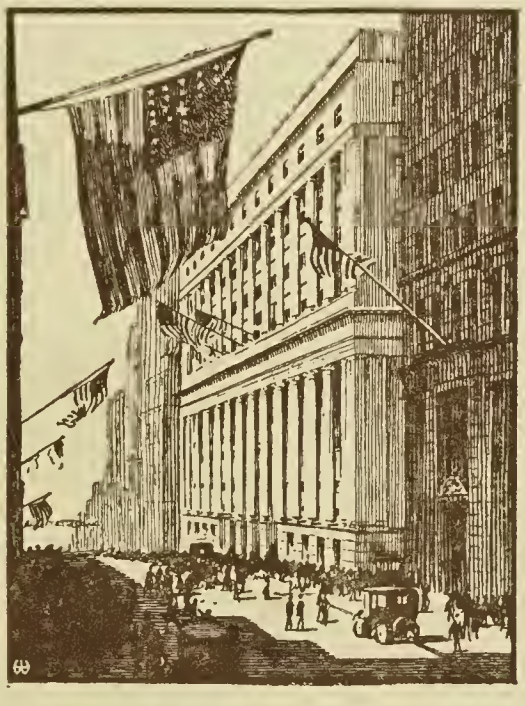
Foreign Commerce Series

NUMBER ONE

# Trading With Our Neighbors in the Caribbean

*By*

OSCAR P. AUSTIN



The National City Bank of New York

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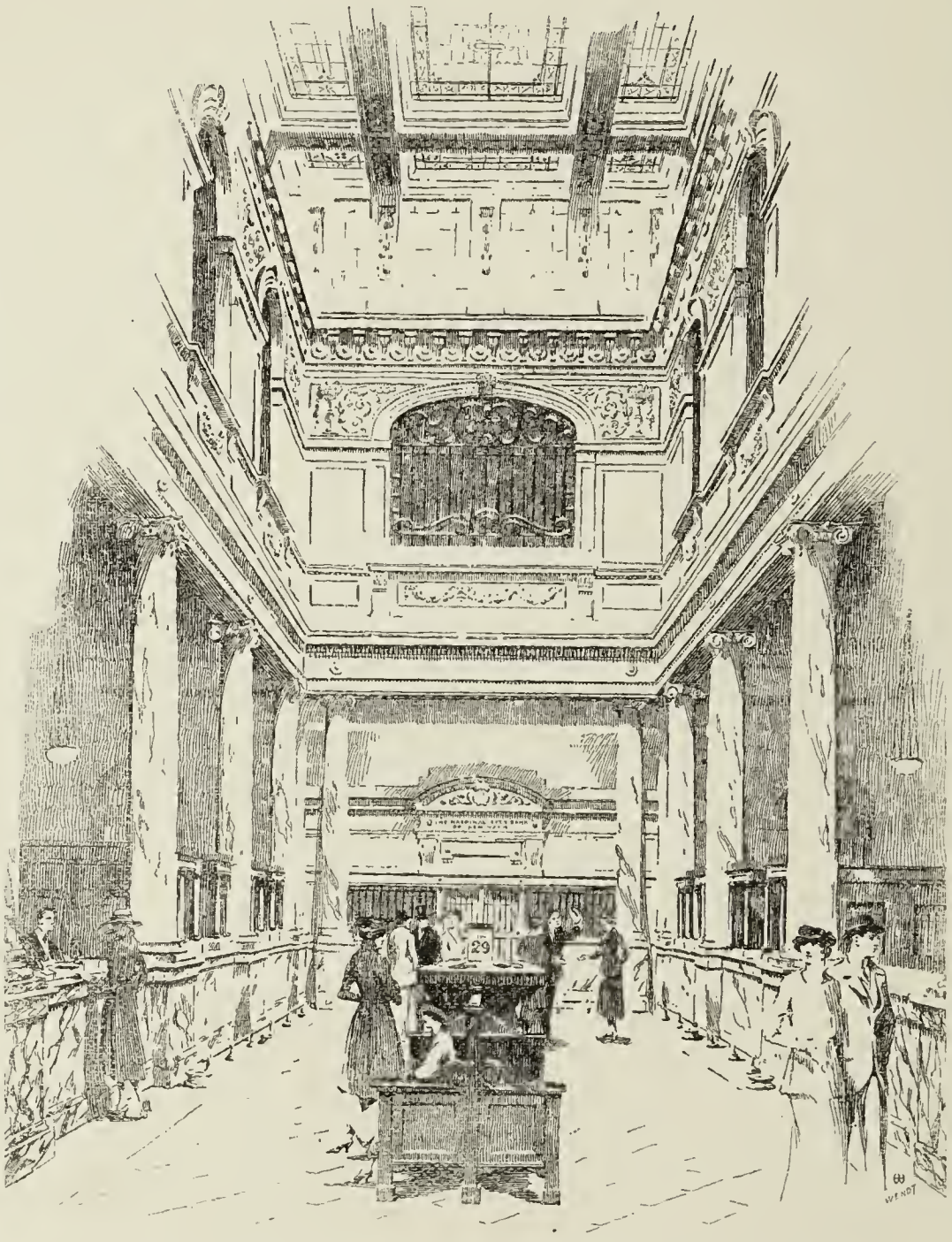



*Interior of the Havana, Cuba, Branch of The National City Bank of New York*

Foreign Commerce Series

*Number One*

# Trading With Our Neighbors in the Caribbean

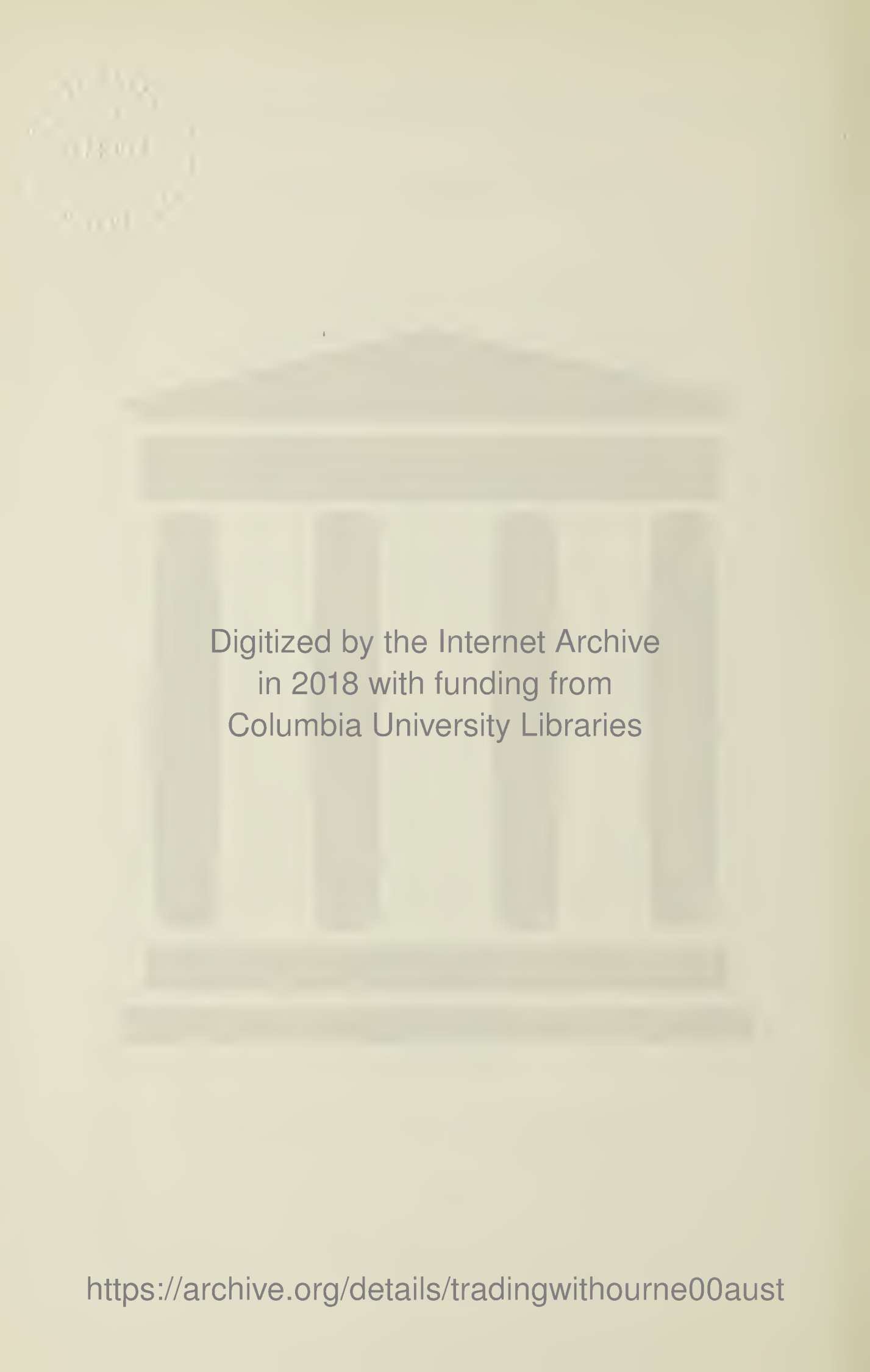
*By*

OSCAR P. AUSTIN

*Statistician*

*The National City Bank of New York*

1920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# FOREWORD

THIS pamphlet, covering the countries of the Caribbean Sea, is one of a series of documents of like character which The National City Bank of New York issues from time to time for the purpose of putting into easy and interesting form information concerning countries under discussion, referring briefly to the history of their development and calling attention to the present day commercial, financial and investment opportunities, more especially concerning exports and imports to and from the United States. This does not suggest that trade between the Caribbean countries is or can be confined to those countries and our own, for not only do the exports of our neighbors referred to find in large part their market two or three times the distance to American ports, but many of these imports originate in the remotest quarter of the globe. Rice from Japan flows into all the Caribbean ports; Cuba draws from India for bags for its sugar; and dried beef, corn and wheat from the southern ports of South America enter those of the Caribbean.

In all of this The National City Bank of New York takes its place through the 40 branches it has established throughout the Caribbean district and by means of its comprehensive organization furnishes service for all of these varied trade movements. Nowhere has a branch been established with the purpose of taking business away from other banks and thereby justifying its existence, but only in such cities or ports of sufficient importance as to warrant another bank's establishment. These branches soon become a vital factor in the commercial and financial life of the country where they are located, and such business as comes from competitive institutions does so as a result of more adequate facilities or better service.

The opportunities in the Caribbean for our exporters and importers are of steadily increasing importance. The vast virgin territory back of the northern part of Colombia and Venezuela holds forest products, mineral and agricultural wealth of great magnitude. Cuba, although producing this year upwards of 4,000,000 tons of sugar, possesses an undeveloped productive power beyond what was dreamed of in the old days of the Spanish dominion when it was little realized what fruitful fields the wilderness would become. Porto Rico produces nearly three times what it did prior to the Spanish war and at that time it was believed that the maximum production had been attained. On the contrary, it has but begun and the development to come in the Caribbean countries will

furnish a stronger contrast than exists today. And so on through the Western, Windward and Leeward Islands and all down the Spanish Main are opportunities for selling, for buying, for development and for producing the commodities needed for the world's consumption.

In this development, this exportation and importation, and in the cultivation of closer business relations and friendships, The National City Bank of New York takes an active part and provides for its clients at home and abroad the most efficient credit, trade and general banking facilities furnishing a world wide service through its world wide organization.

JOHN H. ALLEN,

*Vice-President*

*The National City Bank of New York*

# I

# The Caribbean and the Gulf of Mexico— The "American Mediterranean"

# The Caribbean and the Gulf of Mexico—The "American Mediterranean"

THE Caribbean Sea and its companion body of water, the Gulf of Mexico—the "American Mediterranean"—with its islands and the countries fronting upon it, is an extremely important area, especially to the people of the United States. As a body of water, this area is about fifty per cent. larger than the Mediterranean, with a much larger number of islands and a continental frontage with much greater promise as to the future producing power than that of the Mediterranean of Europe. Its land area, exclusive of United States territory, is 2,000,000 square miles, its population 40,000,000 and its commerce approximately $2,000,000,000 annually.

The Caribbean proper occupies that part of the ocean bed lying immediately north of South America and at the east of Central America. Its northern and eastern boundary is considered by geographers as identical with the West Indian Islands, Cuba, the Dominican Republic, Porto Rico and the Antilles group. The Gulf of Mexico, which lies immediately north of the Caribbean and occupies the southern frontage of the United States, is, however, so closely related to the Caribbean proper that they may be properly considered in conjunction in a study of the oceanic area lying between North and South America.

These two bodies of water, nearly identical in size, are in combination about 1,500,000 square miles. The oceanic currents which enter at the eastern end of the Caribbean flow its entire length, passing thence into the Gulf of Mexico, and along its northern frontage move again into the narrow passage between Florida and Cuba, then out into the Atlantic, carrying the warmth of the tropical zone across that great body of water to the countries of northwestern Europe and thus moderating their climate and increasing their products.

### *Tropical Currents in the Caribbean*

These warm tropical currents, which enter the Caribbean at the east end, and move through its entire length of 1000 miles, passing thence between the peninsula of Yucatan and the western end of Cuba into the Gulf of Mexico and thence between Florida and Cuba into the Atlantic, are extremely important factors in the producing power of the islands

and countries fronting upon both the Caribbean and its sister body of water, the Gulf of Mexico. These great ocean currents, resulting from the action of the trade winds upon the surface of the water during untold centuries, and which trade winds in turn result from the rapidity of the eastern movement of the earth's surface in the vicinity of the Equator, flow across the Atlantic from the southwestern coast of Africa and in a lesser degree from the northwestern coast of that continent, and in that long voyage across the Atlantic in the tropical regions enter the Caribbean at a high temperature, while they are still further heated during their slow passage through that sea and in their further stay in the Gulf of Mexico.

The presence in the Caribbean and Gulf of Mexico of this vast body of water at an extremely high temperature, coupled with the presence of air currents from the tropical areas of the Atlantic and charged with a high degree of moisture, gives to the entire land area within or fronting upon the Caribbean and the Gulf of Mexico, unique conditions of production, a dependable high temperature, coupled with a dependable supply of moisture in the atmosphere.

### *Garden Spot of the Tropics*

As a consequence, the score of islands scattered through this American Mediterranean, the Caribbean and the Gulf of Mexico, and the land area immediately fronting upon that body of water, exceeds that of any like area in its power of the production of many articles of tropical growth which are greatly required by man; making this area, in fact, the Garden Spot of the Tropical World.

And this unique condition of climate, air currents and producing power, is a permanent one. So long as the earth continues to revolve towards the east and the air currents continue to flow across the Atlantic towards the west, the "American Mediterranean," the Caribbean and the Gulf of Mexico, will give to its adjacent land surface an absolute power to produce untold quantities of certain great products required by man—sugar, coffee, cacao, rice, tobacco, tropical fruits, cocoa and other oil nuts, sisal, cotton, rubber, and many important tropical forest products. Untold quantities of these tropical growths, which man now requires in constantly increasing supplies, can be produced in increasing quantities in this area with its unique combination of a fruitful soil, a plentiful moisture supply, and a dependable temperature, created by this never-ceasing flow of trop-

ical currents of air and water, accumulating their heat in passing through the Atlantic in the equatorial regions, and distributing them equally and with unfailing regularity to the adjacent land.

### *Future Producing Power of the Region*

What wonder, then, that we find this land area, consisting of the West Indian Islands, the Guianas, Venezuela, Colombia, Central America and Mexico having already an annual commerce of approximately $2,000,000,000. And the conditions of today are only the beginning as to the present producing power of this wonderful area lying within or fronting upon the "American Mediterranean." The area of the thirty islands and countries lying within or adjacent to the waters of the Caribbean and the Gulf of Mexico is about 2,000,000 square miles, its present population approximately 40,000,000, its 1918 imports $700,000,000, and its exports $900,000,000 in value.

Its commerce in 1919 will, in view of the large and recent increase in prices of its chief products—coffee, sugar, cacao, rubber and hides—doubtless show a large gain over 1918 and bring the grand total of its international trade to the two billion dollar line. The imports will approximate one billion and the exports considerably more than one billion.

### *Perimeter of the Basin*

The perimeter of this great basin, including and fronting upon the Caribbean and Gulf of Mexico, is wholly mountainous except at the north, or the southern frontage of the United States. The mountain chain which stretches across the northern part of South America from the southern boundaries of the Guianas to Venezuela in conjunction with the mountain system of Columbia, include nearly all of those three areas, the Guianas, Venezuela and Columbia, within the Caribbean Basin and that of the Atlantic closely adjacent thereto, though a part of the area of Columbia falls within the head waters of the Amazon.

At the west, the mountain chain which characterizes all of Central America and extends from the western part of Mexico to the border of the United States, throws nine-tenths of that area within the basin of the Caribbean and the Gulf of Mexico. At the east, the lines of islands known as the Antilles, and more closely designated as Cuba, Jamaica, Haiti, Porto Rico and the Leeward and Windward Islands, are the mere tops of a great mountain chain stretching from the northern coast of

South America to within a comparatively short distance of the southern coast of the United States, which, although partly submerged, forms the eastern frontage of the Caribbean and Gulf of Mexico.

The area of the countries and islands bordering upon, and the islands lying within this body of water (previously approximated at two million square miles), is equivalent to two-thirds of that of the United States, exclusive of Alaska. The population of 40,000,000 is approximately two-fifths that of the United States. Of the region's imports of $700,000,000 in 1918, $500,000,000 worth were drawn from the United States and of the exports of $900,000,000, about $650,000,000 worth were sent to the United States. All of these figures are, of course, in very round terms.

### *"Submerged Alps"*

Below the surface of this great water area, lies, according to a recent authority, "a configuration which, if it could be seen, would be as picturesque in relief as the Alps or Himalayas." Nowhere can such contrasts of relief be found within a short distance. Some deeps vie in profundity with the altitudes of the Andes; some, like the Bartlett Deep, are narrow tracts only a few miles in width, but many miles long and three miles in depth, a border of steep precipices and long ridges beneath the waters which, if elevated, would stand up like the islands of today. Other vast areas of this inland sea are underlain by shallow banks often approaching the surface of the water like that extending from Jamaica to Honduras and the great islands within that area are bordered in places by submerged shelves.

All of the islands lying within this area, then, are to be regarded from a physiographical point of view, "the tops of a varied configuration which has its greatest relief beneath the sea and is populated by untold millions of animal forms including phosphorescent creatures," and in certain places "dense forests of pentacrini undulate on the bottom like aquatic plants," while on the submerged banks and in the shallows, coral and polyps are, according to a recent issue of the Encyclopaedia Americana "employed as actively now as ever in extracting the lime carried by the sea water to complete their shelves of coral which are so largely a part of the rock-making material in all this region from Yucatan to Porto Rico."

The importance of this Caribbean area, including that of the Gulf of Mexico, which is really a part of the same body of water, and must, therefore, be considered in conjunction with it, is of special interest to the United

States, which has the largest frontage upon this area and enjoys a very large and constantly growing proportion of this trade. All of the land areas within or fronting upon this body of water are, except as to the United States, tropical; and the United States is the world's largest purchaser of tropical products, while the forty million people within this tropical area consume large quantities of the products of the temperate zone.

### *A Highway of Commerce*

As a route for commerce, this great inland sea is unique and of growing importance. Lying between the two great oceans of the world, the Atlantic and Pacific, now connected by the Panama Canal, it is the highway for a very large proportion of the commerce passing by vessel between those great bodies of water which carry the bulk of the world's water-borne commerce, while it now carries also a very large and rapidly increasing proportion of the trade between North and South America.

Formerly, the vessels entering this sea came only from the Atlantic, completed their tour of the coast cities and emerged again into the Atlantic. Now, however, with the completion of the Panama Canal, they may use the waters of the Caribbean and Gulf of Mexico as part of a great highway between those two great oceans; also, as circumstance may require, between the ports fronting upon the area in question. Formerly, moreover, much of the merchandise between North America and South America passed back and forth by way of the European ports of the Atlantic, while whatever of traffic occurred between the western coast of South America and the eastern cities of the United States was compelled to utilize our own Pacific ports and transfer its merchandise by rail across the continent or send it long distances around the southern tip of South America and thence to the eastern frontage by the Atlantic route.

Now, with the Panama Canal in existence, by which the western ports of South America may communicate in an almost direct line with the eastern ports of North America, the traffic routes between the two continents are greatly shortened and the trade consequently greatly increased, as is evidenced by the fact that our trade with the west coast of South America is nearly $300,000,000 per annum as against about $75,000,000 a decade ago. The trade with the eastern coast of South America, of which a much smaller proportion now passes by way of Europe than was formerly the case, has also greatly increased.

Relations between the United States and the Caribbean Islands and

countries have always been of a close and most friendly character. The intervention of the United States in the long boundary dispute between Great Britain and Venezuela, culminating in 1895 during the administration of President Cleveland, followed by other interventions in behalf of that country by President Roosevelt in 1903, are among the many incidents evidencing the genuine friendship of the United States for its immediate neighbors at the south. To this should, of course, be added the intervention in behalf of Cuba during the term of President McKinley which resulted in the establishment of that island as a republic; the intervention of President Taft to terminate a revolution in Nicaragua, followed by the retention under President Wilson of forces in that country for the preservation of order and a similar attitude toward the Dominican Republic and the supervision now exercised over the custom service and the observance of the law in both Santa Domingo and Haiti, while the cordial relationship between the United States and Panama further illustrates this friendly and neighborly attitude of the United States toward this entire area.

### *Why Development Has Been Dwarfed*

The chief drawback in the former development of this area has been:

(1)—Lack of man-power for production;

(2)—Lack of animal production for transportation;

(3)—Lack of capital for development.

All these are now likely to be supplied with much greater rapidity than in the past. The Caribbean area was the first part of America to be studied and explored, yet its progress in the matter of development of its producing possibilities has been extremely slow as compared with other parts of the continent and especially that of the temperate zone, both north and south. The reason for this slow development of the Caribbean area is due to climatic conditions. Labor in the tropics is difficult to obtain, difficult to develop as to its producing power and, therefore, difficult to utilize as a factor in producing the natural products of the land or forests or mines. The enervating conditions in the tropical climate and the ease with which a comparatively small amount of labor will produce the actual requirements of an individual minimize the activities of the average tropical man and thus retard the development of the producing power of the land in agriculture, forestry and mining.

The difficulty of transportation is also equally great. The animals which aided man in developing the temperate zone—the horse and ox—can no more perform full service in the tropics than can man himself, and as a consequence, their service has been lacking both in cultivating the land and transporting products to the water's edge, where it might take ships for the other parts of the world. As a consequence of this lack of producing and transporting power, there has been little incentive to construct railroads to connect the interior area with the water's edge, and in all of the 2,000,000 square miles included within the Caribbean Islands and countries fronting thereon, *there now exists but 23,000 miles of railroads or less than those of France*, whose area is about one-tenth of that of the countries and islands under consideration. In the absence of the power to develop the soil and mines and forests or to transport their products to a common carrier, there has been no incentive to create the common carriers which would connect the interior with the water's edge.

### *Influence of the Internal Combustion Engine*

But now all these adverse conditions have been changed, and chiefly by the lessons that man has learned in very recent years and especially during the war period, to utilize the power of internal combustion engines for transportation on land and through the air, by the automobile, the truck and the flying machine, and also to utilize this same power in farm tractors for cultivating the land and, in a modified form, for the development of forests and mines. As a consequence, a given quantity of labor may now produce many times that prior to the introduction of this aid to production, and its transportation may be accomplished through areas in which the horse or ox could not prove available, while the flying machine enables exploration in the greatest detail and the study of new and undeveloped areas, and even aids to a considerable extent in the transportation of the lighter articles, and the inter-communication between areas which formerly could only communicate by slow and toilsome journeys.

These new conditions will not only themselves greatly stimulate the producing power of the Caribbean area but will at the same time, through the aid which they render in the production of articles greatly demanded the world over, attract capital from the temperate zone, both for the development of new industries and the construction of transportation lines to connect the interior with the seaboard. As a consequence of these new conditions and of the lessons learned during the war as to the possibilities of the internal combustion engine, the whole tropical territory seems likely

to be the next section of the globe to receive the attention of man from the standpoint of new producing power and utilization of capital accumulated in the temperate zone. And of all the tropical areas, this fronting upon the Caribbean and the Gulf of Mexico seems most likely to receive prompt attention, since its high producing power per acre or per square mile is already recognized and also by reason of the fact that its products are of a class of merchandise especially demanded in comparatively near areas—sugar, coffee, cocoa, India rubber, balata, tobacco, sisal, cocoanuts, and other growths suited for the productions of vegetable oils, timber of a high grade, dye woods, fruits and also great possibilities in the production of food animals, especially cattle.

### *Growth of Our Trade With Caribbean Countries*

The growth of trade between the United States and the land area fronting upon the Caribbean and Gulf of Mexico has been rapid, especially in recent years. It totalled in 1900, $195,000,000, in 1910, $392,000,000, in 1919, $1,005,000,000. The imports from the countries in question were in 1900, $100,000,000, in 1910, $223,000,000, in 1919, $520,000,000, and the exports to those countries and islands in 1900, $95,000,000, in 1910, $169,000,000, and in 1919, $485,000,000.

Not only is our trade with the countries in question growing rapidly, but the share which we supply of their imports is steadily increasing in practically all cases. The share supplied by the United States of the imports to Cuba, as shown by the official figures of that government, was in 1914, 58%, in 1918, 76%; of Santo Domingo in 1913, 62%, in 1918, 93%; of Haiti in 1913, 59%, in 1919, 90%; of Mexico in 1913, 48%, in 1919, 85%; of Colombia in 1913, 28%, in 1919, 49%; of Venezuela, in 1914, 43%, in 1918, 50%, in Costa Rica, in 1914, 53%, in 1918, 61%; Guatemala, in 1913, 50%, in 1918, 66%; of Honduras, in 1914, 79%, in 1918, 82%; of Nicaragua, in 1914, 62%, in 1918, 71%; Panama in 1914, 41%, in 1918, 87%; of Salvador (which, while not fronting upon the Caribbean, is so closely associated with the other Central American countries as to justify its inclusion in this discussion), in 1914, 41%, in 1918, 65%.

These facts as to the producing power, present and prospective, of the land area touching the waters of the Caribbean and the Gulf of Mexico are especially important to the United States, both as to the present and in the future. All of this area just described—the islands of these tropical waters and the lands fronting upon it—produces, almost exclusively,

tropical growths:—sugar, coffee, cacao, tobacco, fruits, nuts, sisal, cotton, rubber, balata, cabinet woods, dye woods, cocoanuts, and many other oil nuts and seeds, as well as many other articles which the temperate zone demands—must have, in fact. In exchange they must have certain temperate zone products, meats, bread-stuffs, clothing, and manufactures of all kinds, for the manufacturing industries do not thrive in the tropics. As a consequence of this condition, the Caribbean countries must look to some part of the temperate zone as a market for their products and also as a market in which to buy their requirements of food and clothing and manufactures, and they naturally prefer to sell their goods in the nearest possible markets and to purchase their requirements in the nearest possible markets.

### *U. S. Is the Caribbean's Great Marketplace*

Such a market for their products and for supplying their requirements, they find in the United States, the nearest temperate zone area, one already densely populated, the United States having already a population of over 100,000,000 with a high per capita consuming power and large productions of those articles which the tropics must have—wheat, corn, meats, cotton goods and miscellaneous manufactures. Not only can vessels from their ports reach the mainland of the United States in a few hours' time, but rail cars loaded in any part of the United States now pass by car ferry to Cuba, the largest island in that body of water, without breaking bulk, and after unloading their goods in that island, load again with Cuban products, pass the loaded cars into the United States and discharge their freight thousands of miles into the interior, without breaking bulk en route. This system can easily be extended to the other islands. Similar conditions exist as to rail merchandise passing by rail across the Rio Grande into Mexico, thence into Central America; while steamships from every port of the United States, whether on its eastern or western coast, now pass through the Panama Canal, touching any port of this great tropical area.

It is not surprising then, when we study the trade relations of the temperate zone United States, with these extremely tropical areas of the Caribbean and the Gulf of Mexico, to find that nearly three-fourths of the trade of that area is already with this country. The exports of the thirty islands and countries touching the waters of the Caribbean and the Gulf of Mexico (exclusive of the United States frontage), aggregated in the year 1918, $900,000,000, and 70% of that was sent to the United

States. Their imports aggregated in that year $700,000,000 and 71% thereof was drawn from the United States, and the trade with the United States is rapidly growing.

Cuba, for example, which sold to us less than $100,000,000 worth of merchandise in 1909, sent us $400,000,000 worth in 1919. Our sales to her in exchange grew from $43,000,000 in 1909 to $270,000,000 in 1919. Haiti and Santo Domingo sent us in 1909 $4,000,000 worth of merchandise and in 1919 nearly $25,000,000, and our sales to that island meantime increased from $7,000,000 in 1909 to $35,000,000 in 1919.

The Central American States, fronting upon the Caribbean, sent us in 1909, $12,000,000 worth of merchandise and in 1919, $45,000,000, and we sold to them (exclusive of the material sent to our Canal Zone) $8,000,000 in 1909 and $25,000,000 in 1919. Colombia sent us in 1909 $7,000,000 of her products and $38,000,000 in 1919, and our sales to her increased from $4,000,000 in 1909 to $20,000,000 in 1919. Venezuela sent us in 1909, $8,000,000 worth of her products and in 1919, $30,000,000, and our exports to her meantime grew from $3,000,000 value in 1909 to $13,000,000 in 1919.

Our next door neighbor, Mexico, which fronts upon both the Caribbean and the Gulf of Mexico, sent us in 1919, $48,000,000 worth of merchandise, and despite the unsettled conditions which have prevailed in that country in recent years, increased it to $148,000,000 in 1919, while our own sales to her increased from $50,000,000 in 1909 to $131,000,000 in 1919.

### *The Region Is Also Buying From Us More Heavily*

Not only has the purchasing power of these Caribbean Islands and frontages greatly increased in recent years, but the share of their imports which they are taking from the United States has also increased. Ten years ago, Cuba was taking but about one-half of her imports from the United States; now she takes 75%.

In the Central American group the share taken from this country then ranged from 30 to 68%; now it ranges from 60 to 90%. Colombia, which took 34% of her imports from the United States in 1909, took 50% from us in 1919. Venezuela took 29% of her imports from us in 1909 and 50% in 1919. Haiti, which took 64% of her imports from us in 1909, took 90% of the greatly increased importation in 1919. The Dominican

Republic increased the imports which she took from us from 56% in 1909, to 93% in 1919. On our own side, we also increased our purchases from all of these islands and countries, for with the growth in demand for tropical products, either as food or manufactures, we are leaning more heavily than ever before upon our neighbors in this immediately adjacent territory.

### *Exchanging Raw for Finished Products*

Still another reason for a desire on our part to trade with the Caribbean countries, lies in the fact that they turn out what we most desire to purchase, manufacturing material and tropical foodstuffs, and take from us what we most desire to sell—manufactures. We are not anxious to sell our natural products. Our wheat, and corn, and meats, and raw cotton, and copper, and timber sell themselves. *The world wants them and comes to our doors begging for them.*

The class of products which we especially desire to sell is manufactures, for up to the beginning of the war we had only begun the exportation of manufactures, while Europe, with its old manufacturing facilities, was controlling its world markets for manufactured products; but with the enormous increase in our outturn of manufactures, we have developed a desire to find markets abroad, and this class of markets the tropical world opens to us and especially the nearby tropical areas lying within or fronting upon the Caribbean and the Gulf of Mexico. A close examination of our trade with them shows that manufactures form more than 80% of the total merchandise sent to them.

It is not surprising, therefore, that the business public of the United States, the manufacturers, the farmers, the exporters and importers, the people engaged in transportation, and the people supplying funds for all these industries—the banks—have become intensely interested in conditions present and prospective of the industries, transportation and finance, in the countries referred to. This interest in our nearby tropical neighbors is evidenced by the fact that The National City Bank of New York has established within the countries and islands above mentioned no less than forty branches within the last five years.

# II

## The Caribbean Countries.

## Their Production, Population, Commercial Characteristics and Business Opportunities.

# The Caribbean Countries

## Their Production, Population, Commercial Characteristics and Business Opportunities

THE discussion which follows presents in condensed form the more important facts regarding the score of islands and countries lying within, or bordering upon, the Caribbean and the Gulf of Mexico. Statistical statements regarding their commerce, and especially that with the United States, for a considerable term of years, are presented in tables following this discussion regarding their respective characteristics and the opportunities which they respectively offer for commerce and industrial development of a character likely to increase commercial opportunities. These discussions, covering so large a number of countries and islands, are necessarily in condensed form, though further details which may be desired can be had by application to the Statistical Department of The National City Bank of New York. The discussions as to the respective countries and islands are presented, as a matter of convenience for reference, in alphabetical form.

***Antilles*** The entire group of islands occupying the eastern frontage of the Caribbean-Gulf of Mexico area is frequently designated as the Antilles, and this title is sub-divided by including as the Greater Antilles the islands of Cuba, Haiti, Porto Rico and Jamaica, while the chain of smaller islands and islets stretching from Porto Rico southward in a semi-circular form to the coast of South America is designated as the Lesser Antilles. This second group is further sub-divided into Leeward Islands and Windward Islands.

This designation of the islands of this great American sea as the Antilles came into use immediately following the discovery of America by Columbus. For a long time before the actual discovery of the New World, the charts purporting to represent world conditions gave to this then unexplored section of the globe an undefined land area under the title of Antilia, figuring sometimes as a continuous body of land and in other cases as an archipelago, and fluctuated in the various charts in its relation to the other land bodies, but was pictured as somewhere in the mid-ocean between the Canaries, off the west coast of Europe, and India.

When, however, the actual discovery of America was announced, first its islands and then the adjacent continental lands, the entire area was referred to as the Antilia and was so pictured upon world charts, but when a further exploration developed the fact that the area first touched consisted of a chain of islands, the entire group received the designation of the Antilles, and later when its details were known, the total was sub-divided, the larger islands being designated as the Greater Antilles and the smaller islands the Lesser Antilles.

The entire number of islands and islets in the chain stretching from Porto Rico to Venezuela is several hundred but those inhabited and of sufficient importance to be considered from the commercial standpoint are a score in number.

The Leeward group, the northerly half of the chain, includes our own recently purchased Virgin Islands, which lie just off the eastern coast of Porto Rico; then, following the chain southward, the islands of St. Kitts-Nevis (with Anquilla), Antigua (with Barbuda and Redonda), Montserrat, Guadeloupe and Dominica.

The Windward group, which stretches still further south to within a short distance of the coast of Venezuela, includes Martinique, Santa Lucia, St. Vincent and the Grenadines. Tobago and Trinidad, lying still further south and very near to the coast of Venezuela, are not usually classed as a part of the Windward group.

Practically all of this chain of islands and islets stretching from Porto Rico to Venezuela is British territory, except our own Virgin Islands and the French islands of Guadeloupe and Martinique, which lie at about the center of the chain, Guadeloupe falling within the northern group known as Leeward, and Martinique in the more southerly group known as Windward.

The area of the Leeward Islands as a whole is about 1,000 square miles, and that of the Windward Islands approximately 750 square miles. The population of the Leeward group is about 150,000, and of the Windward about 200,000.

The importations of the Leeward group amount to about $5,000,000, and those of the Windward Islands to about a like sum, while the exports are in each case about equal to the imports, making the total trade of this Lesser Antilles group about $20,000,000 per annum, of which approximately one-half is with the United States.

Trinidad and its adjacent island of Tobago, which by some is assumed to be a part of the Lesser Antilles chain, lies immediately off the coast of Venezuela, and, strictly speaking, is not a part of the Lesser Antilles, and is, therefore, discussed elsewhere, especially as its population and commerce are far greater than those of the entire Lesser Antilles group.

***Bahama Islands*** The Bahama Islands—"Bahamas," as they are usually termed—consist of a group of twenty inhabited and many uninhabited islands forming the northeastern boundary of the great body of water designated as the Caribbean and Gulf of Mexico. They are the most northerly part of that chain of islands stretching from the southeastern coast of the United States to the northeastern coast of South America, which chain forms the eastern boundary of the great inland seas lying between North and South America, and bounded on the west by Central America. This little group of islands, the northern end of the chain stretching from eastern Florida to northeastern Venezuela, lies immediately off the southeast coast of Florida. The area of the entire group is about 4,400 square miles, and its population 60,000.

Their industrial and producing power is, however, large in proportion to the number of inhabitants, since their products are all of a class greatly in demand by the temperate zone world, and lying within a very short distance of the great consuming markets of the United States. Sisal, cotton, cocoanuts, pineapples, oranges and other tropical fruits are among their important products, the sisal industry being looked upon as especially important and promising a great future since the adjacent territory of the United States and Cuba require large quantities of material in the production of which sisal may be used, including bagging, in the production of which sisal is proving an increased factor. Sponge fishing is also an important industry in these islands.

The most important island in the group, New Providence, with a population forming about one-quarter that of the entire group, lies about fifty miles off the eastern coast of Florida. Its chief city is Nassau, the seat of a United States consul, and is closely connected by steamer with the ports of Florida, while, in turn, the other important islands of the group are in touch with Nassau, the capital of the group which forms the British colony of Bahamas.

The total commerce of the Bahamas, is about $2,000,000 per annum, of which a very large proportion is with the United States. The States-

man's Year-Book for 1919 states that 84% of the imports are from "America," chiefly from United States, and of the exports 72% to "America," chiefly United States. The future possibilities of this area as to its producing power and, therefore, commercial importance, is evidenced by the fact that only 400,000 of the 3,000,000 acres in the habitable parts of the islands has yet been granted by colonial authorities, implying that the present producing power may easily be greatly increased with the newly developed methods of cultivation and inter-communication which have recently come to the entire tropical world as indicated in the general discussion of the future of the Caribbean area. The merchandise forming the imports of the United States from the Bahamas includes sisal, cocoanuts, fruits, sponges and the products of turtle fishing. Canning factories, recently established in the island for canning pineapples and other fruits, send most of their products to the United States.

The merchandise sent from the United States to the Islands consists of cotton goods, flour, machinery, rice, meats, boots and shoes, furniture and miscellaneous manufactures. Of the shipping entered and cleared in the last year for which figures are available, 484,000 tons were American and 45,000 tons British. The total value of the shipments from the Bahamas to United States aggregate about $1,500,000, and the value of their purchases from the United States about a similar sum.

***Barbados*** Barbados Island is the most easterly of the entire West Indian group. It is a British colony with soil especially adapted to the cultivation of sugar cane, also cotton, tobacco, coffee, indigo and arrow root. There are numerous sugar mills, and the fishing interests are also of considerable importance.

The area, 166 square miles, already supports a comparatively dense population approximating 200,000, fully 75% of the area being now under cultivation and including 35,000 acres under sugar cane, producing about 55,000 tons of sugar. There are about 325 sugar works which, under normal conditions, send a great proportion to the mother country, Great Britain, but recently an increased share has been sent to the United States, and also the share which the United States supplies of the imports into that island has increased. Our total exports to Barbados have grown from $1,452,000 in 1911 to $3,750,000 in 1919, and consists, as in most tropical countries, of manufactures, meats and flour. Lying as it does at the extreme east of the West Indian group, its trade with the United States has been small in proportion to the total, smaller than in the case

of those islands lying nearer to our own ports. The share of its trade with the United States will probably materially increase with the recent establishment of direct steamship lines between the ports of the eastern frontage of the United States and the eastern frontage of South America.

***Colombia*** Colombia is one of the largest and most rapidly developing countries of the tropical section of South America. Fronting in part upon the Caribbean and in part upon the Pacific, its transportation facilities with other parts of the world have been greatly increased by the opening of the Panama Canal, and as a consequence, commerce has greatly increased and the development of its producing powers shows a large increase.

Large sums of foreign capital, especially British and American, have been recently invested in the mineral and other industries of the country, and its future possibilities are very great, especially in view of the fact that there are yet large unoccupied areas with unlimited possibilities, both agricultural and mineral. Its mineral products include platinum, gold, silver, copper and petroleum.

Colombia's area is estimated at about 441,000 square miles, with a coast line of 300,000 miles about equally divided between the Caribbean and the Pacific. The population is estimated at slightly more than 5,000,000 exclusive of 30,000 uncivilized Indians. The capital, Bogota, has a population of about 140,000 and lies 8600 feet above the sea. The chief commercial cities of Colombia, aside from Bogota, are Barranquilla on the Caribbean, Cartagena also on the Caribbean frontage, Buenaventura and the adjacent city of Cali on the Pacific frontage, Medellin in the interior but connected by rail with the navigable waters of the Magdalena. Bogota has about 150,000 population, Barranquilla about 50,000, Cartagena about 40,000, Medellin 50,000, Buenaventura and Cali in combination about 25,000. The National City Bank has branches at Bogota, the capital, Barranquilla as the most important commercial centre on the Caribbean frontage, and Medellin, the most important commercial centre of the mining regions, in the interior.

The commerce of Colombia has increased materially during the war period. Its total exports in 1918, the latest for which figures are available, was $38,000,000, and the imports $22,000,000. Seventy-two per cent. of the exports are sent to the United States and 50% of the imports drawn from United States. Our own figures of trade with Colombia

show an increase of imports from there of $7,485,000 in 1910 to $28,268,000 in 1919, while our exports to Colombia have grown from $3,980,000 in 1910 to $13,441,000 in 1919.

Colombia's industrial and commercial future is full of promise. With great mineral possibilities in platinum, gold, silver, copper and petroleum, and great possibilities in cattle growing and tropical agriculture, she needs only capital for the development of railroads and the industries and additional labor for the operation of the mines and haciendas and the railways to move their products to the water's edge.

***Costa Rica*** A tropical country fronting upon the waters of the two greatest oceans of the world, the Atlantic and Pacific, producing tropical growths of all kinds and also important minerals, and lying within easy reach of the greatest markets of the world and upon trade routes which extend to every part of the globe, has great opportunities industrially and commercially and, consequently, financially. Such a country is Costa Rica, with an area of 23,000 square miles or about equivalent to the state of West Virginia and population of about a half million. It lies immediately north of the Republic of Panama, and, therefore, is within a comparatively short distance of the great trade routes diverging from that Canal to every port of the world, and especially in close touch with the ports and markets of the United States.

It is divided into two distinct sections by the great mountain range which extends through the entire area known as Central America. Probably three-quarters of the land capable of use from the agricultural standpoint, lies east of this range and, therefore, is distinctly tributary to the Caribbean, though the fact that the Pacific frontage is considerably longer than that upon the Caribbean more equally divides the actual producing area between the Caribbean and Pacific frontages.

Its most important port on the eastern frontage is Limon, which is connected by rail with the capital city, San Jose, about 200 miles in the interior, with a population (including suburbs) of about 50,000, and in turn, connected by rail with Punta Arenas on the Pacific frontage about 100 miles distant. The population of Limon is stated at about 7,000 and that of Punta Arenas about 5,000, while other cities include Cartago, with population of 13,000, Heredia 8,000, and Alajuela about 6,500.

Coffee, fruits (especially bananas), corn, sugar cane, rice and tobacco are the principal agricultural products, while the live stock industry is

important and has great possibilities as to the future. The areas lying between the central mountain range and the Caribbean and Pacific frontages offer important opportunities for stock raising and the number of live stock, as stated in the last official record, is 350,000 cattle, 65,000 horses and 75,000 swine, while the goat industry is of considerable importance in view of the fact that the importation of goat skins into the United States alone now exceeds $75,000,000 per annum. It is in the banana and coffee industry, however, that Costa Rica especially excels from the agricultural standpoint, and our own importations from that country included in 1918, 21,000,000 pounds of coffee valued at over $2,000,000; over $4,000,000 worth of bananas and considerable quantities of hides and skins, India rubber, cabinet woods, manganese and copper.

Large areas have, within a comparatively recent period, been cleared and devoted to the banana industry, this development having been chiefly through activities of American capital, notably the United Fruit Company. About 100,000 acres are devoted to the banana industry producing, in the latest year for which statistics are available, over 10,000,000 bunches, valued at over $5,000,000. A large proportion of these bananas pass to the United States ports of New Orleans, Mobile, New York and Boston, and also in a lesser degree to ports of Europe, especially Great Britain.

The coffee industry holds second rank in importance while the possibilities as to the mining industry are looked upon as important, especially gold and silver mining on the Pacific slope. Several districts are auriferous, and mining is carried on in the districts of Abangarez, Barranca and Aguacata, while deposits of manganese ore in the Pacific province of Guanacaste are of a very considerable importance and now form an important factor in the export trade.

The total commerce of Costa Rica is now approximately $20,000,000 per annum; imports are about $7,000,000 and the exports $13,000,000. About 75% of the exports are sent to the United States and over 60% of the imports taken from the United States.

*Cuba* A detailed description of conditions in Cuba, in which The National City Bank has twenty-five branches, is presented in a special publication recently issued by the Bank under title of "Cuba—Review of Commercial, Industrial and Economic Conditions in 1919," which may be had on application to the Bank. It shows that the commerce of Cuba in 1918 totaled $673,000,000; the imports alone aggregated

$302,000,000, of which 76% were taken from the United States, and the exports $371,000,000, of which 72% were sent to the United States. While complete figures of Cuban trade in 1919 are not yet available, those at hand suggest that it will exceed $800,000,000.

Sugar, of course, is the principal product, and Cuba is now clearly the world's largest sugar producer with a total output of approximately 4,000,000 long tons, or practically 25% of the entire world sugar output as against 11% of the world output prior to the war. Tobacco is also an important agricultural crop, while live stock, timber and minerals are also extremely important. The principal articles sent to the United States are sugar, tobacco, iron ore, copper ore, hides, skins and bananas; and the principal articles imported from the United States include meats, condensed milk, flour, cotton cloths, boots and shoes, machinery for the sugar plantations and factories, mineral oil, materials for railways, and miscellaneous manufactures.

The total exports from the United States to Cuba have grown from $26,000,000 in 1900 to $270,000,000 in the calendar year 1919, and the imports from $31,000,000 to $418,000,000, The population of the island is stated at 2,628,000. Large sums of American capital are invested in sugar plantations, railways, mines and other industries, the total having been estimated at approximately $500,000,000. Railway cars loaded in any part of the United States may now discharge their freight in and part of Cuba and return laden with Cuban products, which are passey to the United States without breaking bulk, through the use of the car ferry steamers plying between Key West, Florida, and Havana, Cuba.

***Dominican Republic*** The Dominican Republic, or Santo Domingo as frequently designated, which occupies the eastern portion of the island of Haiti, is not only of great importance at the present time in the production and commerce of the Caribbean-Gulf of Mexico area, but gives great promise of further development in soil, climatic conditions, characteristic products, industry of the people, stability of government, and the investments of foreign capital. All suggest for the Dominican Republic a future similar to that of the Cuban Republic, whose prosperity is a marvel of not only the Caribbean area but of the entire tropical world.

With an area of 19,000 square miles, a population of three-quarters of a million, and soil and climatic conditions similar to those of Cuba,

its possibilities in production of sugar, tobacco, cacao, cocoanuts, coffee, cattle raising, minerals, and timber are important, and of constantly growing importance, as is evidenced by the fact that the value of merchandise exported from the Republic has advanced from $3,568,000 in 1897 and $6,896,000 in 1905 to $10,470,000 in 1913 and $22,400,000 in 1918; while the imports, which measure the purchasing power, have advanced from $9,000,000 in 1913 to $20,000,000 in 1918. Equally important is the fact that the share of the United States in its trade is steadily advancing. Of the total imports of $20,000,000 in 1918, no less than 93% were drawn from the United States, and of its exports of $22,500,000, 83% were sent to the United States.

Not only are the products of the Dominican Republic of a type now greatly in demand—sugar, coffee, cacao, cocoanuts, tobacco, and live stock products—but the prospect as to their more plentiful production is good since an exceptionally large proportion of the area is available for cultivation as evidenced by the assertion of The Statesmen's Year Book that "of the total area, 18,045 square miles, about 15,500 is cultivable." Sugar growing, it adds, "is a flourishing industry."

Our own trade with the Dominican Republic has grown very rapidly and especially since the establishment of the United States receivership of customs and adjustment of its indebtedness in 1905.

The chief cities are Santo Domingo, the capital, founded by a brother of Christopher Columbus, with a present population of about 25,000; Santiago, 15,000; Puerto Plata and San Pedro de Macoris about 12,000 each; La Vega approximately 8,000; Samana, Sanchez, Azua, Monte Cristi and San Francisco de Macoris with populations ranging from 4,000 to 5,000 each.

Branches of the International Banking Corporation, owned by The National City Bank, have already been established in the cities of Puerto Plata, Sanchez, San Pedro de Macoris, Santiago de los Caballeros and Santo Domingo City.

The United States government has evinced a friendly attitude toward the Dominican Republic, intervening on several occasions to prevent domestic dissensions and warfare, and in 1905 entered into an arrangement with the Dominican Government for the adjustment of its comparatively large indebtedness, taking charge of the custom houses and applying the receipts to payment of interest on the actual indebtedness and such

additional sums as might be available for reduction of the principal of the debt. The foreign claims against the Republic were about $20,000,000 but were, in many instances, found excessive and materially reduced, the indebtedness at the present time standing at about $13,000,000 although very considerable expenditures have been made in the meantime in the developing process—especially roads and other transportation facilities. The railways, which aggregate about 100 miles in length, are in part owned by British companies, and in a small part by the Dominican Government.

Sugar growing is the most important of the local industries, the crop of the sugar year 1919-20 being estimated at 180,000 tons as against 85,000 tons in 1912-13. Considerable sums of American capital have been embarked in the sugar and other industries of the Island in recent years.

The future of the relations of the United States with the Dominican Republic are promising. The population originally, to some extent, was resentful of the intervention on the part of the United States, but is now recognizing its value as based upon entirely unselfish motives, and reports from those in close touch with the people of the island indicate that "friendly feelings and appreciation will come" in the immediate future.

"The Dominican administration," according to a recently published review of conditions in the Republic, "is strongly in favor of closer trade relations between the two countries"—and has, it is understood, already made recommendations to Washington with a view to securing special consideration for Dominican products entering the United States in return for similar special considerations for American goods entering that Republic, and it would not be surprising if some arrangement, similar to that in effect between the United States and Cuba, should be the outgrowth. The writer adds, however, that care must be exercised by those interested in retaining the large measure which we now have in the Dominican trade in view of the fact that "European manufacturers who were, during the war, forced to abandon the field, are again sending in their representatives with a view to regaining their former position." Statistical statements showing the character of the trade between the United States and the Republic are presented on another page of this publication. Manufactures and foodstuffs are our chief exports to Santo Domingo, and the trade is growing rapidly.

***Dutch West Indies*** The Dutch possessions in the area under consideration include Dutch Guiana, which is described under the general heading of the Guianas, and the group of islands known under the general title of Curacao. The group includes the islands of Curacao, with an area of 210 square miles; Bonaire, 95 square miles; Aruba, 69 square miles; St. Martin, 17 square miles, partly belonging to the Netherlands and part to France; St. Eustache and Saba, about 5 square miles each, making the total area of the Dutch colony designated as Dutch West Indian Island Colony or Curacao 403 square miles, with a total population of 60,000, of which about 35,000 are on the island of Curacao. The group lies about 70 miles off the northern coast of Venezuela and about midway between Caracas and Maracaibo.

The imports, prior to the recent increase in prices of sugar, coffee, cocoa and other articles of this character, were approximately $3,000,000 per annum and the exports slightly less than that sum, but both have materially increased since the war period. The trade of the islands is very largely with the United States and our own imports from them in 1919 were $3,127,000, and our exports to them $1,915,000.

***French West Indies*** The French possessions within the area under consideration include two islands—Guadeloupe and Martinique—usually designated the "French West Indies," and the section of South American mainland known as French Guiana, described in the general discussion of the Guiana territory.

Guadeloupe, situated in the Lesser Antilles, consists of two islands separated by a narrow channel. Their joint population is about 215,000. The imports of 1917 were $7,650,000 and the exports $9,450,000. Most of the trade is with France, with which it is in direct communication by means of two steam navigation companies.

The island of Martinique, which lies still further south in the Little Antilles chain, has an area of 385 square miles and a population of about 200,000; imports $11,100,000 and exports $16,450,000. It is closely connected with the mother country, France, by the same steamship lines which operate between France and Guadeloupe.

Sugar, rum, cacao, tobacco, coffee, citrus fruits, hides and cabinet woods are the products of the islands and their trade is chiefly with France. Our own imports from the islands were, in 1919, but $56,000, though the exports to them have greatly increased during the war and totalled in

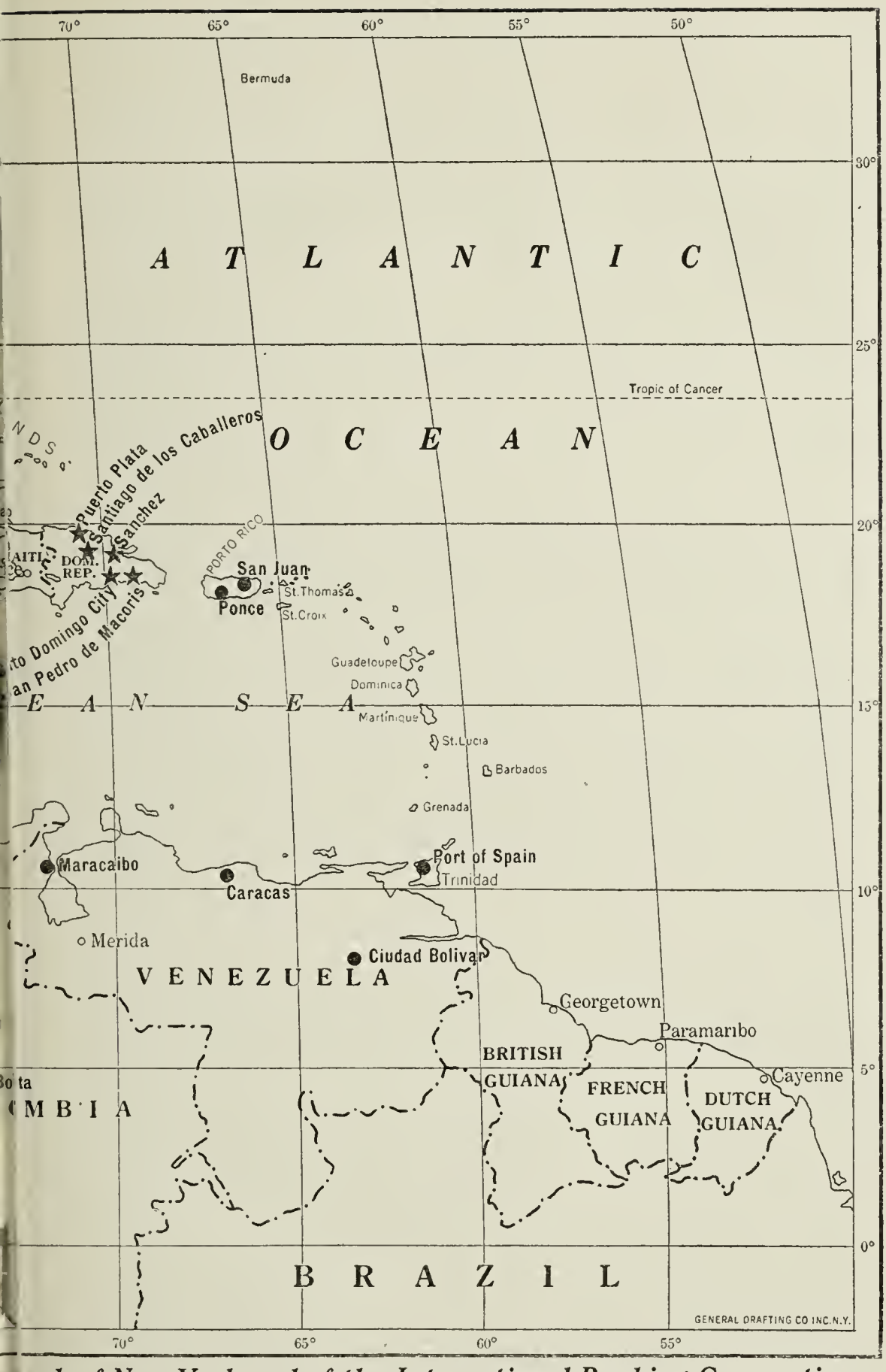
1918 $5,357,000, and in 1919 $8,781,000, consisting chiefly of flour, meats, food oils, cod fish, cotton cloths and miscellaneous manufactures.

***Guatemala*** Guatemala, which lies at the extreme northern end of the Central American group of countries, is thus in very close touch with the ports of the United States, and especially by reason of the fact that it fronts upon both the Caribbean and the Pacific. Vessels from her eastern ports touch New Orleans or Mobile with a sailing distance of but about 1,000 miles, and her western ports lie nearer to San Francisco than do any of the Latin-American ports except those of western Mexico. Her trade, therefore, is of special importance to the United States. It aggregates, in round terms, $20,000,000 per year, and quite naturally a very large percentage is with the United States, her nearest neighbor. Of her exports in 1918, 72% were sent to the United States; and of her imports 66% were drawn from United States.

The producing power of Guatemala includes a larger number of articles than is the case with many other of the tropical areas under discussion. The great mountain chain which stretches from Mexico through the entire Central American area divides here into two distinct sections, leaving a broad valley in the interior, considerably elevated above the ocean, and, therefore, with a comparatively temperate climate and capable of producing certain temperate zone products, while the sections fronting upon the Caribbean and the Pacific, respectively, have more of the tropical characteristics. Wheat, corn, beans, and other temperate zone products are successfully grown in the more elevated regions, coffee on the mountain slopes, and in the sections fronting upon the Caribbean and Pacific grow sugar cane, bananas, cocoanuts and other distinctly tropical products.

Coffee is the most important single product of agriculture, as is evidenced by the fact that it usually forms about four-fifths of the value of the merchandise exported, the other principal exports being bananas, hides, sugar and small quantities of rubber. The great plateau of the interior lying between the two mountain chains offers great possibilities in live stock growing, especially cattle and horses, the total number of cattle in this small republic, no larger than our state of North Carolina, being about 750,000, horses and mules 125,000, sheep 450,000, swine 200,000, and goats 60,000, bringing the total live stock in this apparently small area to nearly 2,000,000 and illustrating its possibilities as a contributor of foodstuffs to the markets of the United States. In addition to this,

*Map of the Caribbean region, showing branches of The National Ci*




*ank of New York and of the International Banking Corporation*

its strictly tropical products are greatly in demand with us, especially coffee, sugar, bananas, cacao, India rubber, hides and cabinet woods.

Her principal imports are cotton cloths, manufactures of iron and steel, manufactures of leather, and foodstuffs, a very large proportion of which she draws from the United States.

The possibilities as to the minerals are also considered very great, including gold, silver, copper, iron and lead mines, but conditions of transportation have up to this time rendered their development comparatively difficult, especially as they exist in most cases in the extreme interior of the country. One railway line crosses the interior area of the country from Puerto Barrios on the Caribbean frontage to Guatemala City, the capital, a distance of 200 miles, and runs thence westward to the port of San Jose de Guatemala on the Pacific frontage, a distance of 75 miles. The company owning and operating this route, the International Railway of Central America, has also under construction several short north and south lines which are to connect with the railway system of Mexico at the north and extend southward into the adjacent republic of Salvador, thence through Honduras and Nicaragua to Costa Rica and Panama, thus placing Guatemala on a continuous railway line connecting the United States through Mexico, Guatemala, Salvador, Honduras, Nicaragua, Costa Rica and Panama with its Panama Canal, from which lines will extend still further south through southern Panama into Colombia, and perhaps eastward into Venezuela. The total length of the railways in Guatemala is over 500 miles, owned chiefly by United States and German capital.

The trade of the United States with Guatemala has grown rapidly, the exports to that country advancing from three-quarters of a million dollars in 1900 to $6,000,000 in 1919, and the imports from Guatemala increasing from $2,400,000 in 1900 to $11,100,000 in 1919. The principal cities are the capital, the City of Guatemala, which had at the date of its earthquake disaster in 1910 about 90,000 inhabitants, and is being rebuilt as rapidly as circumstances will permit; Coban, which lies about ninety miles north of the City of Guatemala, 31,000; Quezaltenango near the Pacific frontage, 29,000; Totonicapan, the capital of the most densely populated province of Guatemala, 28,000; and Puerto Barrios on the Caribbean frontage is especially important as the point at which shipments by steamer on the Caribbean are transferred to the railway lines, extending to the capital, Guatemala City, and thence to the Pacific frontage.

***The Guianas*** The Guianas, British, Dutch and French, which will be respectively considered in the discussion which follows, are, in fact, only a small part of the South American territory originally bearing the title of "Guiana." Originally, the area designated as "Guiana" or "Guianas" was that occupied by a certain great group or tribe of natives calling themselves "Guianas," occupying the northeastern section of the South American continent extending from the Amazon at the south to the Orinoco at the north, and stretching westwardly from the Atlantic to the Negro Rio and upper Orinoco Rivers. That vast area, 1200 miles from east to west and 800 miles from north to south, comprises about 700,000 square miles known a couple of centuries ago as "Guiana" or "Guianas."

This was subsequently subdivided, the northwestern section falling to Venezuela, the southeastern section to Brazil and the central section, bounded on the south by the Humac and Acarai Mountains and on the west also by a mountain chain, is now known as British Guiana, Dutch Guiana and French Guiana, British Guiana occupying the western, Dutch Guiana the central and French Guiana the eastern sections, each having an ample ocean frontage and extending southward to the mountain chains above named. These three areas, British Guiana, Dutch Guiana and French Guiana, are, as the names imply, colonies of Great Britain, Netherlands, and France, respectively, and are administered by governors and other officials appointed from those respective governments.

The capital and chief city of British Guiana is Georgetown, often called "Demerara," with a population of about 60,000 and, as indicated above, is its chief port, having the benefit of the navigation on the Demerara River and the hundred miles of railway running along the coast and connecting with the port of New Amsterdam. Dutch Guiana's capital and principal port is Paramaribo, having several waterways extending into the interior and served by small steamers and a limited railway service. The population of Paramaribo is about 45,000. The capital of French Guiana is Cayenne, with a population of about 15,000, depending chiefly upon river transportation for its connection with the interior. All of these chief port cities and capitals of the Guianas—Georgetown, Paramaribo and Cayenne—are in close steamship connection with other ports of the world, lying, as they do, within a comparatively short distance of the United States on the north and in the tracks of all steamship lines connecting the ports of United States with those of eastern South America.

British Guiana has an area of about 90,000 square miles, a population of slightly more than 300,000, imports ranging from $15,000,000 to $18,000,000, exports ranging from $20,000,000 to $25,000,000, and about 100 miles of railway.

Dutch Guiana, officially designated by the Netherland government as "Surinam," has an area of about 46,000 square miles, a population of about 100,000, imports about $3,000,000 per annum and exports about $3,500,000. It has also several small islands lying immediately off the coast, including Curacao, with an area of about 200 square miles and population of 35,000, and several smaller islands with a much smaller population than that of Curacao.

French Guiana, or "Cayenne" as it is sometimes officially designated, lies immediately east of Dutch Guiana, and has an ample ocean frontage. Its area is 32,000 square miles, population 50,000 and its chief port Cayenne. The remainder of the original Guianas area, now included in Venezuela at the west and Brazil at the south, no longer bears any official title to designate it as once a part of the great Guiana area which, according to geographers of a century ago, was Guiana. The imports of French Guiana aggregate about $2,000,000 per year and the exports about $2,500,000.

The three political districts retaining that name, British Guiana, Dutch Guiana and French Guiana, have thus an aggregate area of about 170,000 square miles, a population of 450,000, or if the uncivilized Indians were included, about 500,000. Their imports aggregate about $23,000,000 and their exports about $30,000,000.

In physical geography the three Guianas present many common characteristics. The great warm water current, already described, which sweeps across the southern Atlantic just below the equator and reaches South America carrying all the moisture that air can carry, crosses the Guianas which lie only 3° north of the equator, thus giving them a peculiar climatic condition of extreme heat and a plentiful, if not excessive, supply of moisture at a high temperature, this condition being practically continuous during the entire year.

As a consequence, its rivers, which flow down from the mountains at the south and west, most of them flowing almost directly north, bring great quantities of soil from the upper regions and have developed, in conjunction with the waters of the ocean a "fluviomarine" deposit ex-

tending inland and gradually rising to a height of ten to fifteen feet above the sea. This "fluviomarine" deposit varies in width from twenty to fifty miles and has ridges of sand and shell. By draining and diking of these lands, plantations have been formed along the coast and up the rivers which are large producers of sugar, coffee, cacao, cocoanuts, rice, bananas, gutta percha, indigo, rubber, balata, cattle and cotton, while certain important metals and minerals, including diamonds, gold, silver, iron, phosphates, manganese ore, mica and bauxite are found in greater or less quantities in the interior and give promise of large importance with the application of the necessary capital and labor for their development. The sugar possibilities are very great.

Our own trade with the Guianas now aggregates about $10,000,000 per annum, chiefly exports. The total exports of the United States to British Guiana will average between $5,000,000 and $6,000,000 per annum, to Dutch Guiana about $1,500,000 per annum and to French Guiana $1,000,000, while the imports from British Guiana run below a half million dollars, those from Dutch Guiana in 1909 were nearly $1,000,000, and those from French Guiana extremely small. These colonies produce many articles for which the United States offers a large market, including sugar, cacao, coffee, capra, India rubber, balata and gutta percha, and their requirements are of the class of materials produced in the United States—cotton cloths and other miscellaneous manufactures, flour, meat and mining machinery.

***Haiti*** The Republic of Haiti, which occupies the western part of the island of Haiti, is smaller in size than its sister Republic of Santo Domingo, which occupies the eastern end of the island, the Haitian Republic being 11,100 square miles as against 19,300 square miles in the Dominican Republic, but has a population estimated at 2,500,000 as against an estimated population of 725,000 in the Dominican Republic. The principal products of Haiti are, up to this time, those of agriculture—coffee, tobacco, cotton, sugar, cacao, hides and skins, honey—while forest products, including logwood, are of very considerable and growing importance. The mining possibilities are looked upon as important and include, according to a recent issue of the Statesman's Year Book, gold, silver, iron, antimony, copper, tin, sulphur, coal, kaolin, nickel, gypsum, limestone and porphyry, which, it adds, up to this time have been but little worked, though some effort has been made to work copper mines within the last few years and concessions have been granted for mining coal, iron and copper.

The exports in 1917 (a year in which ships were scarce) included 47,434,000 pounds of coffee, 4,896,000 pounds of cacao, 8,382,000 pounds of cotton and 56,760,000 pounds of logwood. The chief imports are cotton goods, sacks for coffee and cacao shipments, flour, lard, kerosene, iron-work and machinery. The value of the imports in 1917 was $10,000,000, of which $9,000,000 or 90% were from the United States, and the exports $13,000,000, of which $3,500,000 or 27% were to the United States. The sugar possibilities have had less attention than those of the Dominican Republic, and the output for the 1919-20 season, as estimated by Willett and Gray, 5,000 tons as against 3,300 in 1918-19. Several sugar centrales have been recently established with prospect of a material increase in the output in the near future.

Port-au-Prince, at the head of the great Bay of Gonaives, which opens upon the Windward Passage, separating the island of Haiti from the island of Cuba, is the capital and chief city, having a population of about 120,000, and is the principal seaport of the Republic.

Cape Haiti, another important port, has an estimated population of 25,000; Jacmel, 20,000; Aux Cayes about 15,000.

A railway is now under construction to connect Port-au-Prince with Cape Haiti, about 165 miles by the proposed railway line. The principal towns are connected by the government telegraph system. A cable line runs from Port-au-Prince to Cape Haiti and thence to Santiago de Cuba, Puerto Plata in Santo Domingo, and to South America, while a close cable connection with the United States is obtained through the Cuban land and cable lines by way of Santiago de Cuba and wireless to Haiti.

A treaty between the Haitian government and that of the United States provides for the cooperation of the United States government in administration of Haitian finances and maintenence of order, thus assuring stability of government and safety to investment of capital in the development of the great agricultural and other industrial possibilities of the Republic, and is described as "a virtual protectorate by the United States over Haiti." Considerable sums of American capital have been invested in the construction of railways, and the prospect of the development of an important sugar industry, which in the past has received comparatively little attention, is extremely good.

***Honduras*** The Republic of Honduras is one of the largest of the Central American republics, with an area of 44,000 square miles, though in population it is materially less than others having a smaller

area. The total population of the Republic of Honduras is stated at 562,000. Its imports in 1917 were $6,300,000 of which $5,100,000 or 82% were from the United States, and the exports were $5,400,000, of which $5,000,000 or 93% were sent to the United States. This large percentage of its trade with the United States is not surprising when we study the geographical position of Honduras, which is one of the northernmost republics of the Central American area, being on the direct route of vessels passing between the Panama Canal and the southern and eastern ports of the United States. Its area is only slightly less than that of Nicaragua, which lies at the immediate south, or Guatemala, which lies at the immediate west, and its population is materially less than that of Nicaragua and but about one-quarter that of Guatemala.

The capital, Tegucigalpa, has a population of about 30,000, and the other principal cities and towns, La Esperanza about 12,000; Santa Rosa 11,000; Nacaome 8,500. Tegucigalpa lies in the interior, reached by motor road from Trujillo, the chief northern port of the Republic, and also from Choluteca on the Pacific frontage, for Honduras has the advantage of a double frontage, a long line on the Caribbean and a short but important frontage on the Gulf of Fonseca upon the Pacific. There is a railway running along the northern frontage connected with Tegucigalpa and Puerta Cortez, and is proving an important factor in the development of the banana lands along the northern frontage, for the banana and cocoanut industries are among the most important of the Republic.

The cocoanut groves, extending from the Ulua River to the Cuero River, a distance of about sixty miles, have about 30,000 bearing trees, while coffee of fine quality is grown, and the industry is increasing. Cattle raising is also one of the chief agricultural interests of the Republic, the number of cattle ranches being stated at about 1600 and the total number of farms 3700, total number of cattle 490,000, and of horses and mules 90,000. Bananas, cocoanuts, coffee, hides, rubber, cattle, logwood, mahogany, corozo (a palm nut) and sugar are the principal exports, and cotton goods, machinery and miscellaneous manufactures are the chief imports.

The little territory of British Honduras lies at the north, fronting also upon the Caribbean but separated from the Republic of Honduras by the Gulf of Honduras and a narrow belt of Guatemalan territory which gives to Guatemala a frontage upon the Caribbean. The distance between the northwestern border of the Republic of Honduras and the southeastern border of the colony of British Honduras is about fifty miles "as the crow

flies," but a much greater distance if the sinuosities of the coastly frontage of Guatemala separating the two Hondurases were followed.

The area of British Honduras is small compared with that of the Republic of Honduras, only 8600 as against 44,000 square miles of the Republic, and the population of British Honduras 43,000 as against 562,000 in the Republic of Honduras. The British area has total imports of about $2,600,000 as against $6,300,000 into the Republic of Honduras; the percentage of the imports drawn from the United States is practically identical, 89% in the case of British Honduras and 82% in the case of the Republic of Honduras; the exports of British Honduras are $2,600,000 of which 75% were to the United States, and those of the Republic $5,400-000, of which 73% were to the United States.

The possibilities of developing power production in both these areas are very great, and therefore, like possibilities in the development of commerce, for their possible products are in all cases of a class demanded by the temperate zone section of the world—coffee, India rubber, cacao, indigo, bananas, live stock products and valuable timber.

*Jamaica* Next in importance among the West Indian Islands after Cuba, Porto Rico, and Haiti, is the island of Jamaica, a British colony since 1655. The British West Indian possessions as a whole, fall into six groups—first, the Bahamas; second, the Barbados (both of which have already been discussed); third, Jamaica with Turks Islands; fourth, Trinidad and Tobago; fifth, Leeward Islands; sixth, Windward Islands. They are all a part of that chain of islands forming the eastern boundary of the Caribbean-Gulf of Mexico Basin.

Jamaica lies nearer to the centre of that basin than any other island of the great group. It is immediately south of the eastern end of Cuba, immediately west of the island of Haiti, and immediately east of the Mexican Peninsula of Yucatan. Its area is much less than that of Cuba or the island of Haiti but slightly more than that of Porto Rico. The area is 4,200 square miles, the population 894,000, the imports in 1917 $16,200,000, of which $8,100,000, or just 50%, were from the United States; the exports were $12,000,000, of which $3,400,000, or 28%, were to the United States.

The share which it gives of its trade to the United States is less than that of most of the other countries or islands herein under discussion for the simple reason that it is distinctly a British colony with officers appointed by the British government, and the natural trend of trade and

business matters, including administration and the development of the territory, is with the mother country, Great Britain. This is also characteristic of the other distinctly British territories in the Caribbean area, that a larger proportion of the trade is with the mother country than is the case with those republics of independent governments which are entirely free from influence of a governing power in other parts of the globe. The mother country quite naturally desires that as large a share as is practicable of the commerce of its colonies shall be with the governing country. As a consequence of these conditions, the trade of the United States with Jamaica and other British islands in the Caribbean—the Leeward and Windward groups, Tobago, Trinidad, the Bahamas and Barbados, —is in less proportion to their respective totals than that of the Central American states or the other countries and islands in question having their own form of government and free to direct their trade as natural conditions suggest.

Our own figures of trade with Jamaica extend back only to 1911, prior to which date the trade with Jamaica was included in the general classification "Other British West Indies." The imports into the United States from Jamaica during that period, 1911 to 1919, had somewhat diminished in value, having been in 1911 $6,243,000; in 1913, $5,291,000; in 1917, $4,240,000; in 1918, $3,283,000; advancing, however, to $5,173,000 in the calendar year 1919.

Our exports to the Island are, however, larger than the imports therefrom, and have shown a steady increase in the period for which records are available. The total exports to Jamaica in the fiscal year 1911 were $4,380,000; in 1913, $5,287,000; in 1916, $6,484,000; in 1917, $8,075,000; in 1918, $7,834,000; and in the calendar year 1919, $11,106,000. This gain, especially during the war period, is doubtless due, in part, to the heavy fall-off in exports from Great Britain, the conditions and difficulties of shipping, and the high freight rates. The fact that the bulk of our exports to Jamaica consists of manufactures suggests that the trade with Jamaica in this particular is participating in the general expansion of our export trade in manufacture.

Sugar, coffee, bananas, cocoanuts, cocoa and live stock are the principal products of Jamaica, practically all of them being of a character required in the United States. Sugar and coffee are among our largest imports, while there is a large and steadily growing demand for her other products—bananas, cocoanuts and cocoa.

Of the one million acres under cultivation and care, of which 285,000 are under actual tillage and 736,000 under pasture, sugar cane occupies 38,000 acres, coffee 32,000, bananas 68,000, cocoanuts 36,000 and cocoa 14,500. The fact that all of these articles are required in large quantities in Great Britain and that the policy of the British Government is to supply to its colonies as large a share of their imports as practicable, renders the United States' share in the trade of Jamaica materially less than in that of most of the West Indian islands. Her imports from the United States in the year 1918 were $8,100,000 or about 50% of the total as against 76% supplied by us in the imports of Cuba, 90% in those of Haiti and 93% in those of the Dominican Republic. Jamaica's exports in 1919 were $14,000,000, of which about 28% were sent to the United States. Her facilities for trade with the mother country are especially good in view of the fact that she lies comparatively near to the trade route between the Panama Canal and northern Europe.

The Turks and Caicos Islands, which are a part of the Bahamas group, are for governmental purposes a dependency to the government of Jamaica. Their most important products are salt, sponges and fibre.

The population of Jamaica is 894,000 and that of the Turks and Caicos Islands about 6000.

***Mexico*** Mexico has so large a frontage upon both the Caribbean and Gulf of Mexico, and has also such great industrial, commercial and financial possibilities that the limited space allotted to this study of the Caribbean frontage is insufficient to present the facts in their proper detail. The lack of detailed information at the present moment, due to internal conditions, would scarcely justify an attempt to present more than the principal general facts.

The area of Mexico, 767,000 square miles, is one-quarter of that of the United States exclusive of Alaska, and forms, in fact, over one-third of the entire area (2,070,700 square miles) of the islands in and countries fronting upon the Caribbean and Gulf of Mexico, exclusive, of course, of the United States. Her population, 15,500,000, is more than one-third that of the entire area under discussion, and her possibilities as to agriculture, mining, oil production and other important lines are so great as to justify the assertion that with permanent peace and a stable government, her development commercially, industrially and financially will be very rapid.

Her total foreign commerce, which amounted to only $70,000,000 in 1890; $100,000,000 in 1900; $175,000,000 in 1910; $210,000,000 in 1913; was considerably over $300,000,000 in 1919. Our own trade figures of imports from and exports to Mexico in the calendar year 1919 aggregate $280,000,000, exclusive of the precious metals, and the further fact that we imported $63,000,000 worth of silver from that country in 1919, and $51,000,000 in 1918, indicates that Mexico's silver industry is still very important despite the disturbances which have materially reduced the output of its silver mines. Silver, copper, gold and other minerals, rubber, sisal, coffee, cocoanuts, bananas, cattle hides and goat skins were the most important of Mexico's exports prior to the development of the great petroleum industry in the great oil fields fronting upon the Gulf of Mexico.

The exports of mineral oil alone were in 1919 apparently about $50,000,000, since our own imports of crude oil from that country in the calendar year 1919 were $26,290,000 and are understood to be approximately one-half of the total amount produced for exportation in that year. Our own importations of sisal (a substitute for hemp) coming almost exclusively from Mexico were, in the calendar year 1919, $40,000,000 in value and in 1918 $55,000,000. We also received from Mexico in 1919 over $5,000,000 worth of coffee and $10,000,000 worth of hides.

A country which can, after the several years of internal strife which has recently characterized conditions in Mexico, send to the United States alone in the calendar year 1919, $63,000,000 worth of silver, nearly $5,000,000 worth of gold, $40,000,000 worth of sisal, $26,000,000 worth of petroleum, $5,000,000 worth of lead, nearly $6,000,000 worth of coffee, $20,000,000 worth of copper, $10,000,000 worth of raw cotton and $10,000,000 worth of hides, with numerous other small products of her industries, has very great future possibilities under conditions of peace and the facilities for the development of her great mineral and agricultural power, while her importing power will, of course, develop in proportion to the value of her products turned out.

Her railroads also have a far greater length than any of the other countries (other than the United States) fronting upon the Caribbean and Gulf of Mexico. Her total mileage at the latest available date was 16,000 miles, her telegraphs 60,000 miles of wire. Her climatic belts—extremely tropical in the lower levels fronting upon the waters of the Caribbean, Gulf of Mexico and the Pacific Ocean, sub-tropical at a greater altitude, and temperate in the greatly elevated table lands—give to her

great area untold possibilities of agricultural production, as is apparent from the figures above quoted, and the possibilities and probabilities as to her mineral wealth are also very great.

Coupling these with an industrious population of 16,000,000 and important transportation facilities both as to ocean shipping and railroads, the future of Mexico as a great commercial, industrial and financial country needs only the assurance of internal peace and the stability of government which will assure financial cooperation from the areas and countries able to supply this needed factor in her future development. Details of our trade with Mexico and of its general trade are presented in the statistical statements which are appended.

*Nicaragua* Nicaragua, like her sister republics of Central America, is especially fortunate in lying within very easy reach of the world's greatest market for tropical products, the United States. Clearly it is distinctly tropical in its products, which include coffee, bananas, pineapples, cocoanuts, oranges, plantains, cocoa, cane sugar, cattle, mahogany, dye-woods, gums, India rubber and medicinal plants of tropical growth. Its area, 49,600 square miles, is about equal to the state of Louisiana. Its population is about 700,000.

Its trade with United States is large in proportion with the total. About one-half of its exports are sent to our ports and nearly three-quarters of its imports taken from us. Our own figures of trade with Nicaragua show a large increase in the exports to her since 1910 when they totalled $1,250,000, advancing to $3,170,000 in 1916, $4,378,000 in 1918 and $6,694,000 in the calendar year 1919. Our imports from Nicaragua advanced from $1,322,000 in 1910 to $5,496,000 in 1919. Our imports from Nicaragua included in 1918, the latest year for which details are available, $2,129,000 worth of coffee, $520,000 worth of hides, $341,000 worth of bananas, $923,000 worth of mahogany and $111,000 worth of India rubber, while our own exports to that country were, like those to most of the tropical areas, flour, meats and miscellaneous manufactures.

The future of Nicaragua, as a producer of tropical and sub-tropical products, has great possibilities. Only a very small proportion of its area is as yet under cultivation, although it lacks labor and transportation to make it one of the most productive of the countries under consideration. It has in the interior an elevated table land capable of producing many important sub-tropical growths, and the unusually broad area between

the mountains and the Caribbean, as compared with many other of the countries fronting upon that body of water, makes a very large section of the eastern frontage available for the production of bananas, rubber and certain other products requiring a distinctly tropical and moist climate.

The chief drawbacks at the present time are the lack of labor, transportation facilities and capital. The entire length of railroads in the Republic is, at present, but about 200 miles. Transportation from coast to coast is supplied by steamer service on Lake Nicaragua, lying in the interior, which is connected by river and rail with Greytown on the eastern frontage and San Juan del Sur on the west. The chief cities are Managua, the capital, situated on the southern border of Lake Managua and having a population of 35,000; Leon, the former capital, has a population of about 60,000; Grenada 18,000; Matagalpa 16,000.

***Panama*** Panama's greatest importance to the United States and, in fact, to the world, lies, of course, in her possession of the passageway between the Atlantic and Pacific Oceans, the Panama Canal, and especially so in view of the fact that the Canal was constructed through her territory on a strip of land granted in perpetuity to the greatest commercial, financial power on the American continent, the United States. The terms of this grant included the payment to Panama by the United States of $250,000 annually, which proves quite important as an income to a Republic of 32,000 square miles with a population of 450,000. The Canal traffic and the business connected therewith also bring to Panama many persons familiar with the possibilities of tropical industries and equipped to make investments in such lines, and consequently the producing power and commerce have rapidly increased during the last few years, since her establishment in 1903 as an independent Republic.

The capital, Panama, on the Pacific coast, has a population of about 70,000; Colon on the Atlantic coast, 30,000.

Panama is, of course, especially fortunate in a close steamship connection with the ports of the United States, both Atlantic and Pacific, and also with other ports of the world, and it is not surprising that the commerce of this comparatively small Republic has grown to $12,000,000 and that her producing power has been greatly increased through the investments of American and other foreign capital.

Coffee, cocoa, India rubber, sugar, tobacco and live stock are the

principal industries and in many cases they are being developed through supplies of capital from the United States, the number of coffee trees already reaching about 500,000; cocoa trees about 100,000; rubber plantations with about 40,000 trees, cane sugar with an estimated output of about 4,000,000 lbs.; while the live stock industry, which is especially prosperous, includes about 250,000 head of cattle. Practically all of the exports of Panama go to the United States, and a very large proportion of the imports are drawn from the United States. Of the trade of 1918, the latest for which figures are available, 99% of the exports were sent to the United States and 87% of the imports drawn from the United States, these figures being exclusive of the traffic of the Canal Zone.

The utilization of the Panama Canal as a route for world traffic was somewhat delayed by the war but is now growing with great rapidity and the success of the Canal is assured, and thus the prosperity of the Republic through which it passes and to which it will continue to draw attention from all parts of the world. Its importance as a producing area and a trade and transportation centre for representatives of all parts of the world, led the International Banking Corporation to establish, early in its history, branches at the City of Panama on its Pacific frontage and Colon on the Caribbean.

***Porto Rico*** Porto Rico, which came under the control of the United States just twenty years ago at the close of the war with Spain, illustrates, in its present condition, the benefits which stable government can bring to a tropical area lying at the doors of a great temperate zone country requiring tropical products. Its commerce, which is, of course, an "index number" measuring its general prosperity, has grown from $20,000,000 in the year prior to United States' occupation to $160,000,000 in 1919, *or eight times as much in* 1919 *as in the year preceding her annexation to the United States.*

With the assurance of stable government controlled, directed and, where necessary, financed by the government of the United States, capital both in this country and elsewhere was willing and ready to develop the industrial and producing powers of Porto Rico, and her products for exportation grew from $10,000,000 in value in 1899 to approximately $80,000,000 in 1919, while imports increased correspondingly.

This wonderful gain in the industries of Porto Rico during the twenty years of her close relationship with the United States is a proof of the

general economic condition which assures to tropical areas a ready market for their products in cases where they lie immediately adjacent to temperate zone areas with large purchasing and consuming power as is the case with reference to Porto Rico. The United States, for example, has increased its importation of tropical and sub-tropical products from less than $300,000,000 in the year in which Porto Rico was annexed to approximately two billion dollars in 1919.

The sugar lands of Porto Rico, which were looked upon at the time of its annexation as having reached practically their full producing capacity, now turn out six times as many pounds of sugar as was the case at date of annexation. The sugar turned out by the cane fields of Porto Rico in 1917 was a billion pounds, the total to the United States alone being 942,000,000 pounds, and while the quantity in 1919 was slightly less, the value of the 1919 shipments was slightly in excess of those of 1917.

Porto Rican tobacco, which steadily grew in favor in the United States with a closer acquaintance, aggregated in value sent to us alone in 1919 $10,813,000 against $7,346,000 in 1917, and the production is now very much greater in both quantity and value than in the early period of its new relationship with the United States.

Porto Rican coffee holds very high rank with those who have made an intimate acquaintance with it—so much so that Spain, Cuba and France, which were well acquainted with it under Spanish rule, take a very large proportion of the annual crop, the quantity exported from the island having been in 1918 over 40,000,000 pounds.

These improvements in the producing power of Porto Rico have been due, in a very large degree, to the aid which the government has rendered in developing transportation facilities as well as other aids to production and commerce. In the twenty years under American administration, permanent public improvements have been developed, including $6,500,000 expended on roads and bridges, $4,220,000 upon public buildings, $4,917,000 on irrigation systems, a total expended for these three great aids to the industries of the Island of $15,626,000, while sums expended in other lines such as water works, sewers, lighting systems, etc., aggregate a very large sum.

These developments, under governmental administration, of transportation, irrigation, public buildings and other facilities of this character have encouraged private capital to investments in, or loans on behalf of,

the great industries—notably sugar, tobacco, fruits, live stock and mining—and large sums of capital from continental United States are now represented in the great sugar and tobacco works and other industries of this character which have been so largely increased during American occupancy.

The immense increase in industrial business since its annexation to the United States is illustrated by the fact that the number of business corporations registered in the office of the Executive Secretary has increased from fourteen in the year of annexation, 1899, to 386 in 1919, of which 236 were domestic and 150 foreign corporations, sixteen in this grand total being banks and including branches of The National City Bank of New York at San Juan, the capital and principal business centre on the northern frontage, and Ponce on the southern frontage of the island.

Summing up the situation in Porto Rico at the present time as compared with that at the date of her annexation to the United States twenty years ago, the manager of The National City Bank's Branch at San Juan, Mr. Burt O. Clark, says:—

> The two decades of progress made by Porto Rico under the American flag taken altogether constitute a record which cannot be equalled by any people anywhere in the world in the same length of time. It is a record creditable alike to the Porto Ricans themselves and to the great free Republic to which they owe allegiance. Much of it is due to the liberality and generous aid of the great American government and people, but most of the credit is due to the splendid cooperation of the Porto Ricans themselves. Without their cooperation, little of this progress could have been made.
>
> But the people of the Island have eagerly availed themselves of every opportunity offered them for improvement. With patriotic devotion to their Island and with a real aspiration for progress, they have made a quick response to all the changes that were necessary for development. In politics and government, in education, in commerce and industry, in social and moral improvement, they have offered their cooperation and aid to the forces that have made for betterment. This is the simple truth as to the past, and this is the best augury for the future.
>
> It seems easy to predict that, barring untoward and unexpected events, the next two decades will see even more wonderful progress and development. Porto Rico derives its income from the soil. But by growing sugar cane, tobacco, etc., the inhabitants have been adopting the logical course. If the world's market should become such as to make the growing of the above mentioned products unprofitable, the Island could

find other sources of income; for instance, as a tourist resort. No country in the tropics can boast of roads such as Porto Rico's. The motorist could spend months here and find new points of interest daily. The climate is superb, the island lying directly in the path of the trade winds. One very high class hotel has recently been established.

The present need is good passenger steamships.

A very large proportion of the foreign trade of Porto Rico now occurs with continental United States. Nearly 90% of the merchandise leaving that Island goes direct to the ports of continental United States and 93% of the merchandise entering the Island is from the United States. The character of the merchandise sent to the United States is, as already indicated, chiefly the products of the soil—sugar, tobacco, fruits and coffee—while the merchandise drawn from continental United States includes rice, flour, meats, and dairy products, vegetables, mineral oil, and manufactures of all classes, especially cotton cloths, iron and steel in various forms, boots and shoes, paper, and miscellaneous manufactures, while the fact that the value of this merchandise from our own farms and factories sent to Porto Rico has grown from approximately $3,000,000 at the date of annexation to $27,000,000 in 1910, $31,000,000 in 1915 and $68,000,000 in 1919, illustrates the growth of the purchasing power and, therefore, the prosperity of the Island under the beneficent influence of a close relationship with a great temperate zone section supplying it a market for its tropical products and thus increasing its producing and purchasing power and the inter-relation of the industrial and financial interests of the two areas having the mutual relationship of the temperate zones and tropical areas.

***Salvador*** While the Republic of Salvador is not strictly a Caribbean territory, since it fronts only on the Pacific, yet the very fact that it is a part of that important and rapidly developing area, Central America, and closely associated with the Caribbean frontage of that peninsula, justifies its inclusion in this discussion.

It is the smallest in area of the Central American states, but its population is larger than that of any of the group with the single exception of Guatemala. The area is but 13,176 square miles but the population is 1,271,000. Its population per square mile is far greater than that of any other political division of continental America, though materially less than that of certain islands in the Caribbean-Gulf of Mexico area. The population of Salvador per square mile is 96.5 against 35.3 in the

United States, exclusive of Alaska; 20.2 in Mexico; 8.1 in Brazil; 7.2 in Argentine and 2.2 in Canada. Certain of the islands of the area under discussion, however, are much more densely populated than Salvador, the population of Haiti being 225.8 per square mile and that of Porto Rico 362.8.

Coffee is the most important product of the busy population whose chief occupation is agriculture and its market is chiefly the United States. In fact, Salvador sends about two-thirds of her total exports to the United States and takes about two-thirds of her imports from us. Her chief routes of commerce with the United States are, naturally, by way of the Pacific coast ports and the Panama Canal. The exports in 1917, the latest year for which details are available, include $21,000,000 worth of coffee; $1,000,000 worth of indigo; $1,000,000 worth of sugar and considerable values in rubber, hides, hemp and silver. The imports, which amounted in 1917 to $2,500,000, consist of manufactures of all kinds, especially cotton goods, iron and steel manufactures and flour.

***Trinidad*** The island of Trinidad and its little outlying island of Tobago, attached to Trinidad for governmental purposes, lie immediately off the coast of Venezuela at the mouth of the Orinoco and are separated from the mainland by two narrow channels, one entitled Dragon's Mouth, and the other Serpent's Mouth. It is a British colony, discovered by Columbus in 1498, and belonging to Spain until 1797 when it was seized by the English and confirmed in its possession by the treaty of Amiens in 1802.

Its area is 1860 square miles, and that of the outlying island of Tobago 114 square miles. The population is estimated at 380,000. The capital, Port-of-Spain, on the northwest side of the island, is described by Lippincott's Gazetteer as "one of the finest towns in the West Indies." Its population is given in the Statesman's Year Book of 1919 as 60,000. Port-of-Spain is the seat of a branch of The National City Bank of New York.

The imports of Trinidad in 1917, the latest year for which figures are available, were $23,310,000 and the exports $25,792,000. About one-third of the trade is with the United States, the remainder being chiefly with Great Britain, though the fact that its exports consist largely of asphalt, utilized in all parts of the world, gives to this class of exports a wider field of distribution than with any other articles. The exports, stated

in order of their relative importance, were in 1917, cacao $8,100,000; sugar $7,100,000; asphalt $675,000; cocoanuts $450,000; copra $510,000; petroleum, crude, $1,700,000.

The petroleum fields are receiving much attention; considerable sums of British capital have been invested in their development and a considerable part of the product is now being exported in the refined state, including lubricating oil, illuminating oil, and naphtha.

The imports are manufactures of all kinds, especially cotton goods, iron and steel manufactures and miscellaneous merchandise, and there has been, especially during the war, an increasing demand upon the United States. Our exports to Trinidad and Tobago were, in 1918, $6,564,000; in 1919, $7,777,000. The imports from the island, consisting largely of cacao, which alone amounted in 1918 to $5,123,000; cocoanuts, $522,000; copra, $350,000; asphalt, $403,000; and hides, $102,000. Our exports to the Island comprise a very large number of articles including, in 1918—flour, $354,000; cotton cloths $375,000; oil well machinery $133,000; pipes and fittings, $351,000; meat and dairy products, $973,000.

*Venezuela* Venezuela ranks third in area and population among the countries and islands of the Caribbean-Gulf of Mexico area under consideration in this discussion. Its area, 394,000 square miles, exceeds that of any of the countries in question, except Mexico and Colombia, and its population, 2,828,000, is also in excess of any of the countries and islands in question, other than Mexico and Colombia.

In variety of products and possibilities of future development, it also holds very high rank. Lying as it does in the track of the trade winds which sweep across the Atlantic in the areas of extreme heat, the air current, which moves steadily westward across the Atlantic the year round, reaches Venezuela carrying all the moisture that air can carry, and gives to practically all parts of her large area a dependable climatic condition—one of extreme heat with a plentiful and seldom excessive supply of moisture—and assures regularity of production so far as relates to climatic conditions. The character of the soils in practically all parts of the country is also favorable to regularity and quality of tropical growths.

The surface of Venezuela consists of three distinct zones—agricultural, pastoral and the forest zone. Coffee, cacao, sugar cane, cotton, corn and beans are the principal products of the strictly agricultural zone, which lies within a comparatively short distance of the Caribbean frontage

and in the valleys of the great rivers, while the more elevated section of the interior maintains large stocks of cattle, horses, sheep and goats, but with very great opportunities for further enlargement, especially as to cattle and the beef supply, while the forests are of great value and importance, contributing, as they do, India rubber, balata (a gum resembling rubber), vanilla, tonga beans and many other forest products of this character.

The area under coffee alone is estimated at 200,000 acres and the number of coffee plantations about 33,000, while the number of cocoa plantations is about 500 and the out-turn a very considerable factor in the production of the country. The number of sugar plantations is estimated at about 11,000. They are reported extremely prosperous and are turning out increasing quantities of sugar, the product having been stimulated by the recent advance in selling values. New sugar centrales have recently been established on the lakes of Maracaibo and Valencia, and others in the immediate vicinity of Caracas.

The live stock of the country is estimated at: cattle, 2,000,000; sheep, 180,000; goats 1,665,000. The live stock possibilities are very great, especially in the interior, and have great promise, as is illustrated by the recent establishment of new slaughtering and freezing establishments which are expected to add materially to the prosperity of the industry and the exportations of the country, though there are still great possibilities open to investment of capital in this line, the comparatively unoccupied area available for the live stock industry being still very large.

The mineral industries are also important and include gold, copper, petroleum, asphalt and many other minerals and metals. Salt mines in various sections of the country are now operated by the Government, the gross revenue in the first year of the governmental administration having been 6,377,000 bolivars (the value of the bolivar being 19.3 cents). The petroleum industry is of very considerable importance at the present time and the future is looked upon as very promising, large sums of capital—British and otherwise—having been invested in oil lands and in the development of production.

The railroads of the country, about 600 miles at the present time, represent largely British and German capital. The telegraph system is about 6,000 miles in length, and the telephone about 15,000 miles of lines.

Ocean transportation facilities are good. Lying as it does in the direct

route of vessels passing between the United States and South America either as to the eastern or western frontages, and also those exclusively engaged in the trade of the Caribbean, the facilities of Venezuela for intercommunication with the United States are exceptionally good, while its proximity to the trade route between Europe and the Panama Canal gives it special facilities for comparatively close relationship with Europe on one hand, and the Pacific trade on the other. Its most important requirements in the matter of transportation are capital for the development of the transportation routes of the interior, especially railroads of which it has at present only 600 miles, for a country with a total area of 394,000 square miles. The fact that an exceptionally large portion of the area of Venezuela is productive in agriculture, forestry or minerals, suggests that an enlargement of her rail and river transportation power for the interior would be of extreme value, especially in view of the fact that the ocean transportation facilities are, as above noted, exceptionally good, and large markets demanding all classes of her possible products, lie within a comparatively short distance by ocean steamship.

The fact that the imports into the United States from Venezuela have grown from $6,701,000 in the fiscal year 1910 to $32,111,000 in the calendar year 1919, and that the exports to that country have grown from $2,797,000 in 1910 to $14,429,000 in 1919, illustrates the rapid growth of her trade and the interest of the United States therein, and accounts for the fact that The National City Bank of New York has established branches at the cities of Caracas, the capital, with a population of nearly 100,000; Ciudad Bolivar, near the mouth of Venezuela's principal river, the Orinoco, with a population of approximately 20,000; and Maracaibo, at the entrance to Lake Maracaibo, with a population estimated at 60,000; all of them connected with the interior by rail and water transportation.

***Virgin Islands*** This title applies to a group of islands lying immediately east of Porto Rico and forming the beginning of the chain of islands and islets known as the Lesser Antilles. The general term Virgin Islands applies to a group of 36 islands, about one-half of them inhabited; a part of them belonging to Great Britain, while the more important islands of the group—St. Thomas, St. Croix and St. John—now belong to the United States, having been purchased in March, 1917, from the government of Denmark. The sum paid for them by the United States government was $25,000,000, which, according to an estimate of

the National Geographic Magazine, was at the rate of $295 per acre as against an average of 27c. an acre paid for the Philippines and 2c. an acre paid for Alaska.

The value of these three islands, especially to the United States, lies chiefly in the fact that they include two very important harbors available for naval and strategic purposes, and lying off the eastern end of our island of Porto Rico and upon the main route of approach to our Panama Canal. The report of the Secretary of State, upon which President Wilson recommended to Congress the purchase of these islands, remarks that "there can be no question as to the value of St. Thomas' harbor as a naval port, with its circular configuration, ample roadsteads, protection from prevailing winds and seas, and facilities for fortifications, and moreover, the advantages of a naval base off the entrance of the Panama Canal and near the island of Porto Rico is self-evident."

The importance of St. Thomas has also been recognized by commerce and commercial carriers, as there are already in the harbor six large cargo docks which can be touched by vessels drawing up to 31 feet, also a floating dry dock with a maximum lifting capacity of 3,000 tons, excellent ship repairing and coaling facilities which are of importance not only to the United States' vessels but also to the vessels of other countries.

The island of St. Croix has also a well protected harbor, though the entrance is less satisfactory than that of the harbor of St. Thomas. While the island of St. John has at present no satisfactory harbor, engineers have expressed the opinion that an indentation upon its coast known as "Coral Bay" has, with proper development, possibilities quite equal to that of St. Thomas.

The area of the three islands which have thus come into permanent ownership of the United States, is stated by the Statistical Abstract of the United States at 149 square miles, the area of the island of St. Croix being about 90 square miles, St. Thomas 35 square miles and St. John 25 square miles. The population of the three islands in 1917 was 26,051.

Both Danish and English are taught in the public schools, which were established by the Danish government, and attendance has been made compulsory. The chief language of the islands is English.

The chief products are sugar, coffee, cotton, cocoanuts, citrus fruits, bay rum, and food animals, especially cattle, while unofficial reports indicate considerable possibilities as to iron and copper, which thus far

have not been developed by any systematic efforts at mining. The chief exports are sugar, cotton, coffee, rum, hides and citrus fruits, and the chief imports are flour, cornmeal, meats, dairy products, cotton cloths and coal. The bulk of the trade of the islands is, of course, with the United States and Porto Rico, their near neighbor, our own exports to them having been in the calendar year 1919, $1,804,000 against $1,640,000 in 1918 and $1,885,000 in 1917. Our imports from the islands were, in 1919, $1,593,000, chiefly sugar; in 1918, $1,138,000; and in 1917, $928,000.

The possibilities of the sugar industry are considered of very considerable importance, and Brigadier-General McIntyre of the United States Bureau of Insular Affairs is quoted as stating before the committee of Congress that the sugar plantations of the islands, although producing less at present than formerly, could be developed to a production of about 100,000 tons of sugar annually.

The other islands of the Virgin group are under the British and French and include about thirty-two islands with a total area of about 58 square miles, only a portion of them, however, inhabited, the latest estimate of the population of the entire British portion of the group being 6,112. The chief British islands are Tortola, Virgin Gorda, Anegada and Jost-Van-Dykes. Cotton, sugar, citrus fruits and cocoanuts are the chief products. The exports of 1917 were $44,000 and the imports $60,000.

# Area, Population, Imports and Exports States of the Islands and the Caribbean Sea

| | *Area Sq. Miles* | *Population* | *Year* | *Total Imports* | *Imports From U. S.* | *% Imports From U. S* |
|---|---|---|---|---|---|---|
| Mexico | 767,200 | 15,502,000 | 1918 | $117,100,000 | $93,200,000 | 85 |
| **Central America** | | | | | | |
| Guatemala | 48,300 | 2,119,000 | 1918 | 6,600,000 | 4,200,000 | 66 |
| Honduras | 44,300 | 562,000 | 1917 | 6,300,000 | 5,100,000 | 82 |
| Brit. Honduras | 8,600 | 43,000 | 1917 | 2,600,000 | 2,200,000 | 89 |
| Salvador | 13,200 | 1,271,000 | 1918 | 6,000,000 | 3,900,000 | 65 |
| Nicaragua | 49,600 | 700,000 | 1918 | 6,000,000 | 4,500,000 | 71 |
| Costa Rica | 18,700 | 441,000 | 1917 | 5,600,000 | 3,900,000 | 60 |
| Panama | 32,400 | 450,000 | 1918 | 7,800,000 | 6,400,000 | 87 |
| **South America** | | | | | | |
| Colombia | 435,000 | 5,473,000 | 1918 | 22,000,000 | 10,500,000 | 49 |
| Venezuela | 394,000 | 2,828,000 | 1918 | 14,900,000 | 7,200,000 | 50 |
| Brit. Guiana | 89,500 | 314,000 | 1918 | 16,300,000 | 7,300,000 | 43 |
| Dutch Guiana | 46,000 | 92,000 | 1917 | 3,100,000 | 1,500,000 | 47 |
| French Guiana | 32,000 | 49,000 | 1917 | 2,400,000 | 500,000 | 22 |
| **West Indies** | | | | | | |
| Cuba | 44,200 | 2,628,000 | 1918 | 302,200,000 | 230,000,000 | 76 |
| Haiti | 11,100 | 2,500,000 | 1917 | 10,000,000 | 9,000,000 | 90 |
| Dom. Republic | 19,300 | 725,000 | 1918 | 20,200,000 | 18,800,000 | 93 |
| Porto Rico | 3,400 | 1,246,000 | 1918 | 63,400,000 | 58,900,000 | 93 |
| Virgin Islands | 100 | 26,000 | 1918 | 2,000,000 | 1,600,000 | 80 |
| Jamaica | 4,200 | 894,000 | 1917 | 16,200,000 | 8,100,000 | 50 |
| Barbados | 200 | 187,000 | 1917 | 10,000,000 | 2,700,000 | 27 |
| Tobago and Trinidad | 2,000 | 377,000 | 1917 | 23,000,000 | 7,000,000 | 31 |
| Bahamas | 4,400 | 60,000 | 1917 | 2,300,000 | *e*1,200,000 | 50 |
| Turks Islands and Caicos | 200 | 6,000 | 1917 | 200,000 | *e*100,000 | 50 |
| Leeward | 700 | 128,000 | 1917 | *e*4,500,000 | *e*1,500,000 | 33 |
| Windward | 500 | 178,000 | 1917 | *e*4,500,000 | *e*1,500,000 | 33 |
| Guadeloupe | 700 | 212,000 | 1917 | 8,000,000 | 3,500,000 | 40 |
| Martinique | 400 | 193,000 | 1917 | 10,500,000 | 3,500,000 | 35 |
| Curacao | 400 | 58,000 | 1917 | 2,500,000 | ..... | .... |
| Cayman | 100 | 5,000 | 1917 | 2,000,000 | ..... | .... |
| Total | 2,060,700 | 39,267,000 | | $697,200,000 | $497,800,000 | *74 |

*e*—estimated. * Percentage of total imports from U. S. † Percentage of total exports to U. S

# nd the Share Thereof with the United
# Countries Fronting Upon
# nd Gulf of Mexico

| *Total Exports* | *Exports to U.S.* | *% Exports to U.S.* | *Year* | *Revenue* | *Expenditure* | *Debt* |
|---|---|---|---|---|---|---|
| 83,000,000 | $175,000,000 | 91 | 1914 | $75,798,000 | $75,687,000 | $62,000,000 |
| 11,300,000 | 8,000,000 | 72 | 1916 | 3,332,000 | 2,273,000 | 54,000,000 |
| 5,400,000 | 5,000,000 | 93 | 1917 | 4,102,000 | 4,102,000 | 1,598,000 |
| 2,600,000 | 1,800,000 | 75 | 1917 | 642,000 | 623,000 | 920,000 |
| 12,000,000 | 8,300,000 | 65 | 1917 | 4,851,000 | 4,934,000 | 1,783,000 |
| 7,800,000 | 3,800,000 | 48 | 1916 | 2,302,000 | 1,981,000 | 11,000,000 |
| 11,400,000 | 8,100,000 | 72 | 1918 | 4,265,000 | 4,250,000 | 5,890,000 |
| 3,000,000 | 2,900,000 | 99 | 1918 | 3,594,000 | 3,594,000 | 3,699,000 |
| 37,700,000 | 24,700,000 | 72 | 1918 | 17,179,000 | 16,499,000 | 4,317,000 |
| 19,700,000 | 12,000,000 | 60 | 1917 | 8,515,000 | 8,515,000 | 67,000 |
| 16,900,000 | 1,000,000 | 7 | 1917 | 3,582,000 | 3,582,000 | 4,832,000 |
| 3,500,000 | 1,500,000 | 48 | ..... | ..... | ..... | ..... |
| 2,500,000 | 100,000 | 5 | ..... | ..... | ..... | ..... |
| 70,600,000 | 266,000,000 | 72 | 1918 | 62,760,000 | 70,951,000 | ..... |
| 13,000,000 | 3,500,000 | 27 | 1914 | 5,724,000 | 6,164,000 | 13,000,000 |
| 22,400,000 | 19,400,000 | 83 | 1918 | 3,163,000 | 2,953,000 | ..... |
| 74,300,000 | 65,100,000 | 88 | ..... | ..... | ..... | ..... |
| 1,300,000 | 1,200,000 | 99 | ..... | ..... | ..... | ..... |
| 12,000,000 | 3,400,000 | 28 | 1917 | 5,120,000 | 5,343,000 | 18,478,000 |
| 10,000,000 | 300,000 | 3 | 1917 | 2,000,000 | 2,219,000 | 2,623,000 |
| 25,000,000 | 7,500,000 | 30 | 1917 | 5,343,000 | 5,343,000 | 7,600,000 |
| 2,000,000 | *e*1,000,000 | 50 | 1917 | 423,000 | 530,000 | 248,000 |
| 200,000 | *e*100,000 | 50 | 1917 | 50,000 | 45,000 | ..... |
| *e*5,000,000 | *e*1,600,000 | 33 | 1917 | 934,000 | 964,000 | 1,265,000 |
| *e*4,500,000 | *e*1,500,000 | 33 | 1917 | 1,046,000 | 1,095,000 | 1,674,000 |
| 10,000,000 | ..... | .... | ..... | ..... | ..... | ..... |
| 16,000,000 | ..... | .... | ..... | ..... | ..... | ..... |
| 1,000,000 | ..... | .... | ..... | ..... | ..... | ..... |
| 1,000,000 | ..... | .... | ..... | 16,000 | 18,000 | ..... |
| $35,100,000 | $622,800,000 | †79 | | | | |

# TOTAL IMPORTS AND EXPORTS

*of the*

# CARIBBEAN ISLANDS AND COUNTRIES AND THEIR TRADE WITH THE UNITED STATES

## From 1900 to 1918

*From Official Reports of the Countries Named*

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### BAHAMAS

| | *Total Exports* | *Exports to U.S.* | *% to U.S.* | *Total Imports* | *Imports from U.S.* | *% from U.S.* |
|---|---|---|---|---|---|---|
| 1900 | $1,010,000 | no data | ..... | $1,600,000 | no data | ..... |
| 1905 | 300,000 | " | ..... | 375,000 | " | ..... |
| 1910 | 900,000 | " | ..... | 1,600,000 | " | ..... |
| 1913 | 1,300,000 | $ 600,000 | 46.2 | 1,900,000 | $1,400,000 | 73.7 |
| 1914 | 1,100,000 | 500,000 | 45.4 | 1,800,000 | 1,300,000 | 72.2 |
| 1915 | 1,200,000 | 700,000 | 58.3 | 1,800,000 | 1,400,000 | 77.7 |
| 1916 | 1,600,000 | 1,100,000 | 68.7 | 2,300,000 | 1,900,000 | 82.6 |
| 1917 | 2,000,000 | 1,400,000 | 72.2 | 2,400,000 | 2,000,000 | 84.2 |
| 1918 | ---------- | ---------- | ..... | ---------- | ---------- | ..... |

### BARBADOS

| | | | | | | |
|---|---|---|---|---|---|---|
| 1900 | 4,400,000 | 2,400,000 | 54.5 | 5,100,000 | 1,700,000 | 33.3 |
| 1905 | 4,600,000 | 1,300,000 | 28.3 | 4,600,000 | 1,600,000 | 34.7 |
| 1910 | 4,900,000 | 500,000 | 10.2 | 6,500,000 | 1,900,000 | 29.2 |
| 1913 | 4,700,000 | 400,000 | 8.5 | 6,600,000 | 1,900,000 | 28.7 |
| 1914 | 4,500,000 | 400,000 | 8.9 | 6,300,000 | 1,700,000 | 27.0 |
| 1915 | 5,800,000 | 300,000 | 5.2 | 6,200,000 | 1,900,000 | 30.6 |
| 1916 | *m*5,100,000 | *d*700,000 | 13.7 | *m*6,200,000 | *c*1,900,000 | 30.6 |
| 1917 | 10,000,000 | 300,000 | 3.0 | 10,000,000 | 2,700,000 | 27.0 |
| 1918 | *o*10,700,000 | *d*600,000 | 5.6 | 11,100,000 | *c*3,900,000 | 35.1 |

### CUBA

| | | | | | | |
|---|---|---|---|---|---|---|
| 1900 | 47,700,000 | 31,400,000 | 65.8 | 64,800,000 | 26,500,000 | 40.9 |
| 1905 | 110,200,000 | 95,300,000 | 86.5 | 94,800,000 | 43,000,000 | 45.3 |
| 1910 | 150,900,000 | 129,300,000 | 85.7 | 103,700,000 | 50,600,000 | 48.8 |
| 1913 | 165,200,000 | 122,600,000 | 74.2 | 132,300,000 | 75,900,000 | 57.4 |
| 1914 | 173,300,000 | 144,100,000 | 83.2 | 118,200,000 | 68,800,000 | 58.2 |
| 1915 | 235,500,000 | 194,600,000 | 82.6 | 140,900,000 | 90,500,000 | 64.2 |
| 1916 | 356,600,000 | 241,800,000 | 67.8 | 248,300,000 | 149,600,000 | 60.2 |
| 1917 | *355,900,000 | 255,300,000 | 71.7 | 256,100,000 | 206,800,000 | 80.7 |
| 1918 | 270,600,000 | 266,000,000 | 98.3 | 302,200,000 | 230,000,000 | 76.1 |

(*a*) Civil war raging; figures are those of Barranquilla only available.
(*b*) 1899
(*c*) Exports of U. S.
(*d*) Imports of U. S.
(*e*) Fiscal year 1899-1900
(*f*) 1899
(*g*) 1906
(*h*) Fiscal year 1904-5
(*i*) 1911
(*j*) 1909
(*k*) Fiscal year 1909-10
(*l*) Fiscal year 1914-15
(*m*) Fiscal year 1915-16
(*n*) Estimate
(*o*) Fiscal year 1917-18
(*q*) Fiscal year 1913-14
(*r*) Fiscal year 1912-13
(*s*) Estimate based on import or export figures of U.S.

* *Figures from U. S. Statistical Abstract.*

## CURACAO

| | Total Exports | Exports to U.S. | % to U.S. | Total Imports | Imports from U.S. | % from U.S. |
|---|---|---|---|---|---|---|
| 1900 | no data | no data | ..... | no data | no data | ..... |
| 1905 | $400,000 | " | ..... | $1,300,000 | " | ..... |
| 1910 | *j*300,000 | " | ..... | 1,300,000 | " | ..... |
| 1913 | 9,200,000 | " | ..... | 1,900,000 | " | ..... |
| 1915 | 900,000 | $500,000 | 55.5 | 1,900,000 | $1,200,000 | 63.2 |
| 1916 | 1,000,000 | 800,000 | 80.0 | 2,500,000 | 1,700,000 | 68.0 |
| 1917 | 1,000,000 | *d*760,000 | 76.0 | 2,500,000 | *d*1,800,000 | ..... |
| 1918 | ..... | ..... | ..... | ..... | ..... | ..... |

## DOMINICAN REPUBLIC

| | | | | | | |
|---|---|---|---|---|---|---|
| 1900 | 6,000,000 | 3,700,000 | 61.7 | 3,200,000 | 1,300,000 | 40.2 |
| 1905 | 6,900,000 | 4,500,000 | 65.2 | 2,700,000 | 2,000,000 | 71.7 |
| 1910 | 10,900,000 | 7,700,000 | 70.6 | 6,300,000 | 3,700,000 | 60.6 |
| 1913 | 10,200,000 | 5,500,000 | 53.5 | 9,000,000 | 5,600,000 | 62.2 |
| 1914 | 10,600,000 | 8,600,000 | 81.1 | 6,700,000 | 4,500,000 | 67.2 |
| 1915 | 15,200,000 | 12,000,000 | 78.9 | 9,100,000 | 7,400,000 | 81.3 |
| 1916 | 21,500,000 | 18,300,000 | 85.1 | 11,300,000 | 9,200,000 | 81.4 |
| 1917 | 22,400,000 | 17,900,000 | 80.0 | 17,400,000 | 14,300,000 | 82.2 |
| 1918 | 22,400,000 | 19,400,000 | 86.6 | 20,200,000 | 18,800,000 | 93.1 |

## COLOMBIA

| | | | | | | |
|---|---|---|---|---|---|---|
| 1900 | *a*3,300,000 | no data | ..... | *a*2,000,000 | no data | ..... |
| 1905 | *g*14,400,000 | 7,100,000 | 49.3 | *g*9,100,000 | 3,500,000 | 38.5 |
| 1910 | *17,600,000 | 7,700,000 | 43.7 | *17,000,000 | 4,600,000 | 27.2 |
| 1913 | 33,400,000 | 18,900,000 | 56.6 | 26,300,000 | 7,600,000 | 28.9 |
| 1914 | 32,600,000 | 18,000,000 | 55.2 | 21,800,000 | 7,000,000 | 33.1 |
| 1915 | 31,600,000 | 18,700,000 | 59.2 | 17,800,000 | 9,300,000 | 52.3 |
| 1916 | 30,800,000 | 26,600,000 | 86.2 | 28,900,000 | 14,300,000 | 49.4 |
| 1917 | *s*32,200,000 | *d*27,600,000 | 85.7 | 23,900,000 | *c*12,600,000 | 52.7 |
| 1918 | 37,700,000 | 24,700,000 | 65.5 | 22,000,000 | 10,500,000 | 47.7 |

## COSTA RICA

| | | | | | | |
|---|---|---|---|---|---|---|
| 1900 | *5,900,000 | 3,000,000 | 50.8 | *5,700,000 | 1,700,000 | 29.8 |
| 1905 | *8,100,000 | 3,800,000 | 47.1 | *5,200,000 | 2,700,000 | 51.7 |
| 1910 | 8,400,000 | 5,100,000 | 60.7 | 7,900,000 | 4,100,000 | 51.9 |
| 1913 | 10,300,000 | 5,300,000 | 50.8 | 8,700,000 | 4,500,000 | 51.2 |
| 1914 | 10,900,000 | 4,900,000 | 44.9 | 7,600,000 | 4,000,000 | 52.6 |
| 1915 | 10,000,000 | 4,900,000 | 49.0 | 4,500,000 | 3,000,000 | 66.6 |
| 1916 | 11,100,000 | 6,800,000 | 61.3 | 6,600,000 | 4,700,000 | 71.2 |
| 1917 | 11,400,000 | 8,100,000 | 71.1 | 5,600,000 | 3,900,000 | 60.0 |
| 1918 | *s*12,600,000 | *d*9,100,000 | 72.2 | *s*4,800,000 | *c*2,100,000 | 43.7 |

## GUADELOUPE

| | | | | | | |
|---|---|---|---|---|---|---|
| 1900 | *b*3,600,000 | no data | ..... | *b*3,700,000 | no data | ..... |
| 1905 | 1,600,000 | " | ..... | 2,500,000 | " | ..... |
| 1910 | 4,600,000 | " | ..... | 3,200,000 | " | ..... |

(*a*) Civil war raging; figures are those of Barranquilla only available.
(*b*) 1899
(*c*) Exports of U. S.
(*d*) Imports of U. S.
(*e*) Fiscal year 1899-1900
(*f*) 1899
(*g*) 1906
(*h*) Fiscal year 1904-5
(*i*) 1911
(*j*) 1909
(*k*) Fiscal year 1909-10
(*l*) Fiscal year 1914-15
(*m*) Fiscal year 1915-16
(*n*) Estimate
(*o*) Fiscal year 1917-18
(*q*) Fiscal year 1913-14
(*r*) Fiscal year 1912-13
(*s*) Estimate based on import or export figures of U.S

* *Figures from U. S. Statistical Abstract.*

## Guadeloupe (*continued*)

| | *Total Exports* | *Exports to U.S.* | *% to U.S.* | *Total Imports* | *Imports from U.S.* | *% from U.S.* |
|---|---|---|---|---|---|---|
| 1914 | $4,600,000 | no data | ..... | $3,200,000 | $900,000 | 28.1 |
| 1915 | 4,900,000 | $40,000 | ..... | 3,800,000 | 1,400,000 | 36.8 |
| 1916 | 8,100,000 | 70,000 | ..... | 4,800,000 | 2,400,000 | 50.0 |
| 1917 | 10,000,000 | 80,000 | ..... | 8,000,000 | 3,500,000 | 43.8 |
| 1918 | ---------- | ---------- | ..... | ---------- | ---------- | ..... |

## GUATEMALA

| | | | | | | |
|---|---|---|---|---|---|---|
| 1900 | *s*7,800,000 | *d*2,400,000 | 30.7 | *3,100,000 | 1,100,000 | 35.5 |
| 1905 | *8,200,000 | 2,900,000 | 34.9 | 6,800,000 | 3,100,000 | 44.8 |
| 1910 | *n*8,500,000 | *d*1,800,000 | 21.2 | 4,300,000 | 2,700,000 | 62.7 |
| 1913 | 14,100,000 | 3,900,000 | 27.7 | 9,800,000 | 5,100,000 | 52.0 |
| 1914 | 12,800,000 | 4,900,000 | 38.3 | 9,400,000 | 4,900,000 | 52.1 |
| 1915 | 11,600,000 | 6,900,000 | 59.5 | 5,100,000 | 3,800,000 | 74.5 |
| 1916 | 10,600,000 | 8,700,000 | 82.1 | 8,500,000 | 5,200,000 | 61.2 |
| 1917 | 7,800,000 | *n*6,200,000 | 79.4 | 9,000,000 | *c*6,800,000 | 75.6 |
| 1918 | *s*9,700,000 | *d*8,000,000 | 82.4 | *s*7,000,000 | *c*5,200,000 | 74.2 |

## GUIANA, BRITISH

| | | | | | | |
|---|---|---|---|---|---|---|
| 1900 | *a*9,400,000 | *d*3,800,000 | 40.4 | *e*6,400,000 | *c*1,900,000 | 29.9 |
| 1905 | 9,400,000 | 2,700,000 | 28.7 | 7,200,000 | 2,200,000 | 30.5 |
| 1910 | 9,300,000 | 1,000,000 | 10.8 | 8,300,000 | 2,300,000 | 27.7 |
| 1913 | 10,700,000 | 400,000 | 2.7 | 8,200,000 | 1,800,000 | 21.9 |
| 1914 | 12,600,000 | 400,000 | 3.2 | 7,700,000 | 1,800,000 | 23.4 |
| 1915 | 16,000,000 | 500,000 | 3.1 | 8,800,000 | 2,200,000 | 25.0 |
| 1916 | 18,000,000 | 1,800,000 | 10.0 | 10,500,000 | 1,300,000 | 29.5 |
| 1917 | 20,700,000 | 800,000 | 3.9 | 13,900,000 | 5,900,000 | 42.4 |
| 1918 | 16,900,000 | 1,000,000 | 5.9 | 16,300,000 | 7,300,000 | 44.8 |

## GUIANA, DUTCH

| | | | | | | |
|---|---|---|---|---|---|---|
| 1900 | *f*2,200,000 | *d*1,200,000 | 54.5 | *f*2,500,000 | 500,000 | 20.0 |
| 1905 | 1,800,000 | *d*600,000 | 33.3 | 2,600,000 | *c*500,000 | 19.2 |
| 1910 | 2,600,000 | *d*400,000 | 15.4 | 2,900,000 | *c*700,000 | 24.1 |
| 1913 | 3,800,000 | *d*800,000 | 21.1 | 2,900,000 | *c*700,000 | 24.1 |
| 1914 | 2,600,000 | *d*1,000,000 | 38.5 | 2,600,000 | *c*700,000 | 26.9 |
| 1915 | 2,800,000 | *d*600,000 | 21.4 | 2,200,000 | *c*600,000 | 27.2 |
| 1916 | 3,400,000 | 2,100,000 | 60.5 | 3,100,000 | 1,500,000 | 47.0 |
| 1917 | 3,500,000 | 1,500,000 | 42.8 | 3,100,000 | 1,500,000 | 47.0 |
| 1918 | 2,800,000 | *d*600,000 | 21.4 | 3,000,000 | 1,400,000 | 46.6 |

## GUIANA, FRENCH

| | | | | | | |
|---|---|---|---|---|---|---|
| 1900 | 1,200,000 | *d*40,000 | 3.3 | 1,900,000 | *c*200,000 | 10.5 |
| 1905 | 1,900,000 | 40,000 | 2.1 | 2,200,000 | *c*200,000 | 9.1 |
| 1910 | *j*2,200,000 | *d*20,000 | .9 | 2,400,000 | *c*300,000 | 12.5 |
| 1913 | 2,300,000 | *d*30,000 | 1.3 | 2,400,000 | *c*300,000 | 12.5 |
| 1914 | 2,100,000 | ---------- | ..... | 2,100,000 | *c*300,000 | 14.3 |
| 1915 | 2,200,000 | *d*50,000 | 2.3 | 2,000,000 | *c*500,000 | 25.0 |
| 1916 | 2,100,000 | *d*30,000 | 1.4 | 2,100,000 | *c*500,000 | 23.8 |
| 1917 | 2,600,000 | 100,000 | 3.8 | 2,400,000 | 500,000 | 22.0 |
| 1918 | 2,000,000 | *d*20,000 | 1.0 | 2,600,000 | 800,000 | 30.7 |

(*a*) Civil war raging; figures are those of Barranquilla only available.
(*b*) 1899
(*c*) Exports of U. S.
(*d*) Imports of U. S.
(*e*) Fiscal year 1899-1900
(*f*) 1899
(*g*) 1906
(*h*) Fiscal year 1904-5
(*i*) 1911
(*j*) 1909
(*k*) Fiscal year 1909-10
(*l*) Fiscal year 1914-15
(*m*) Fiscal year 1915-16
(*n*) Estimate
(*o*) Fiscal year 1917-18
(*q*) Fiscal year 1913-14
(*r*) Fiscal year 1912-13
(*s*) Estimate based on import or export figures of U.S.

* *Figures from U. S. Statistical Abstract.*

## HAITI

| | *Total Exports* | *Exports to U.S.* | *% to U.S.* | *Total Imports* | *Imports from U.S.* | *% from U.S.* |
|---|---|---|---|---|---|---|
| 1900 | $11,200,000 | *d*$1,200,000 | 10.7 | $5,800,000 | *c*$3,100,000 | 55.5 |
| 1905 | *5,000,000 | 1,200,000 | 23.4 | *3,900,000 | 2,700,000 | 70.9 |
| 1910 | *11,000,000 | 500,000 | 4.8 | 6,100,000 | 4,200,000 | 69.3 |
| 1913 | 17,300,000 | 800,000 | 4,6 | 8,700,000 | 6,500,000 | 74.7 |
| 1914 | *s*16,200,000 | *d*1,200,000 | 7.4 | 7,600,000 | 6,400,000 | 84.2 |
| 1915 | *s*13,700,000 | *d*1,500,000 | 10.9 | 4,300,000 | 3,800,000 | 88.4 |
| 1916 | *s*13,500,000 | *d*3,700,000 | 27.3 | 10,300,000 | 8,800,000 | 85.4 |
| 1917 | 13,000,000 | 3,500,000 | 26.9 | 10,000,000 | 9,000,000 | 90.0 |
| 1918 | *s*18,400,000 | *d*6,800,000 | 36.9 | *s*10,400,000 | *c*9,100,000 | 87.5 |

## HONDURAS

| | | | | | | |
|---|---|---|---|---|---|---|
| 1900 | 1,300,000 | 1,000,000 | 76.9 | 1,200,000 | 1,100,000 | 91.6 |
| 1905 | *2,900,000 | 2,500,000 | 87.2 | *2,500,000 | 1,600,000 | 63.1 |
| 1910 | 2,600,000 | 2,000,000 | 87.7 | 3,000,000 | 2,100,000 | 68.2 |
| 1913 | 3,300,000 | 2,900,000 | 87.9 | 5,100,000 | 3,500,000 | 68.6 |
| 1914 | 3,400,000 | 3,000,000 | 88.2 | 6,600,000 | 5,300,000 | 80.3 |
| 1915 | 3,900,000 | 3,000,000 | 76.9 | 5,900,000 | 5,200,000 | 88.1 |
| 1916 | *n*5,900,000 | 5,600,000 | 94.9 | 5,900,000 | 5,200,000 | 88.1 |
| 1917 | 5,400,000 | 5,000,000 | 92.5 | 6,300,000 | 5,100,000 | 82.0 |
| 1918 | *s*5,800,000 | *d*5,300,000 | 91.3 | *s*6,100,000 | *c*5,000,000 | 81.9 |

## HONDURAS, BRITISH

| | | | | | | |
|---|---|---|---|---|---|---|
| 1900 | 1,300,000 | 350,000 | 26.9 | 1,200,000 | 700,000 | 58.3 |
| 1905 | 1,800,000 | 960,000 | 53.3 | 1,900,000 | 960,000 | 50.5 |
| 1910 | 2,000,000 | 1,700,000 | 85.0 | 2,800,000 | 1,300,000 | 46.4 |
| 1913 | 3,100,000 | 2,400,000 | 77.4 | 3,100,000 | 1,500,000 | 48.4 |
| 1914 | 2,900,000 | 2,400,000 | 82.8 | 3,000,000 | 1,500,000 | 50.0 |
| 1915 | 2,200,000 | 1,800,000 | 81.7 | 2,100,000 | 1,100,000 | 52.4 |
| 1916 | 2,500,000 | 1,400,000 | 56.0 | 2,700,000 | 1,600,000 | 59.3 |
| 1917 | 2,600,000 | 1,800,000 | 69.2 | 2,600,000 | 2,200,000 | 89.0 |
| 1918 | 2,700,000 | *d*2,600,000 | 96.3 | 2,800,000 | *c*2,300,000 | 82.1 |

## JAMAICA

| | | | | | | |
|---|---|---|---|---|---|---|
| 1900 | 8,700,000 | *n*4,800,000 | 55.1 | 5,400,000 | *n*2,200,000 | 40.0 |
| 1905 | 6,100,000 | 3,700,000 | 60.6 | 8,200,000 | 3,500,000 | 42.6 |
| 1910 | 12,500,000 | 6,800,000 | 54.4 | 12,700,000 | 5,800,000 | 45.7 |
| 1913 | 10,800,000 | 6,800,000 | 63.0 | 13,800,000 | 6,500,000 | 47.1 |
| 1914 | 14,100,000 | 8,600,000 | 61.1 | 12,500,000 | 5,900,000 | 47.2 |
| 1915 | 10,800,000 | 5,100,000 | 47.2 | 11,300,000 | 6,100,000 | 54.0 |
| 1916 | 13,700,000 | 4,500,000 | 32.8 | 15,100,000 | 8,700,000 | 57.6 |
| 1917 | 12,000,000 | 3,400,000 | 28.3 | 16,200,000 | 8,100,000 | 50.0 |
| 1918 | *o*12,100,000 | *d*3,100,000 | 25.6 | *o*16,000,000 | *c*7,500,000 | 50.0 |

## LEEWARD ISLANDS

| | | | | | | |
|---|---|---|---|---|---|---|
| 1900 | 1,500,000 | no data | ..... | 1,800,000 | no data | ..... |
| 1905 | 600,000 | " | ..... | 600,000 | " | ..... |
| 1910 | 2,700,000 | " | ..... | 2,800,000 | " | ..... |

(*a*) Civil war raging; figures are those of Barranquilla only available.
(*b*) 1899
(*c*) Exports of U. S.
(*d*) Imports of U. S.
(*e*) Fiscal year 1899-1900
(*f*) 1899
(*g*) 1906
(*h*) Fiscal year 1904-5
(*i*) 1911
(*j*) 1909
(*k*) Fiscal year 1909-10
(*l*) Fiscal year 1914-15
(*m*) Fiscal year 1915-16
(*n*) Estimate
(*o*) Fiscal year 1917-18
(*q*) Fiscal year 1913-14
(*r*) Fiscal year 1912-13
(*s*) Estimate based on import or export figures of U.S.

* *Figures from U. S. Statistical Abstract.*

## Leeward Islands (*continued*)

| | *Total Exports* | *Exports to U.S.* | *% to U.S.* | *Total Imports* | *Imports from U.S.* | *% from U.S.* |
|---|---|---|---|---|---|---|
| 1913 | $2,800,000 | $400,000 | 14.2 | $2,700,000 | $900,000 | 33.3 |
| 1914 | 2,900,000 | 600,000 | 20.7 | 2,900,000 | 850,000 | 29.3 |
| 1915 | 3,000,000 | 600,000 | 20.0 | 2,800,000 | 430,000 | 15.4 |
| 1916 | 5,500,000 | *n*900,000 | 16.4 | 3,100,000 | *n*700,000 | 22.6 |
| 1917 | 5,300,000 | 1,600,000 | 33.1 | 4,200,000 | 1,500,000 | 35.7 |
| 1918 | *o*5,300,000 | 1,800,000 | 33.9 | *o*4,400,000 | 1,800,000 | 40.9 |

## MARTINIQUE

| | | | | | | |
|---|---|---|---|---|---|---|
| 1900 | 5,200,000 | no data | ..... | 4,800,000 | no data | ..... |
| 1905 | 3,500,000 | " | ..... | 2,800,000 | " | ..... |
| 1910 | 5,200,000 | " | ..... | 3,700,000 | " | ..... |
| 1914 | 5,700,000 | " | ..... | 4,300,000 | " | ..... |
| 1915 | 8,400,000 | 5,000 | ..... | 4,500,000 | 2,300,000 | 51.1 |
| 1916 | 11,800,000 | 5,000 | ..... | 6,500,000 | 3,100,000 | 47.7 |
| 1917 | 15,700,000 | ..... | ..... | 10,900,000 | 5,700,000 | 52.3 |
| 1918 | ..... | ..... | ..... | ..... | ..... | ..... |

## NICARAGUA

| | | | | | | |
|---|---|---|---|---|---|---|
| 1900 | 3,900,000 | 1,100,000 | 28.2 | 3,400,000 | 850,000 | 25.0 |
| 1905 | *3,400,000 | 1,700,000 | 49.9 | *3,400,000 | 1,900,000 | 55.3 |
| 1910 | *4,600,000 | 1,600,000 | 34.2 | *2,900,000 | 1,600,000 | 55.3 |
| 1913 | 7,700,000 | 2,700,000 | 35.1 | 5,800,000 | 3,200,000 | 55.2 |
| 1914 | 5,100,000 | 2,400,000 | 47.1 | 4,100,000 | 2,600,000 | 63.4 |
| 1915 | 4,600,000 | 3,100,000 | 67.4 | 3,200,000 | 2,600,000 | 81.2 |
| 1916 | 5,300,000 | 3,700,000 | 69.8 | 4,800,000 | 3,900,000 | 81.3 |
| 1917 | 6,000,000 | 5,000,000 | 83.3 | 6,400,000 | 5,000,000 | 78.1 |
| 1918 | 7,800,000 | 3,800,000 | 48.7 | 6,000,000 | 4,500,000 | 75.0 |

## PANAMA

| | | | | | | |
|---|---|---|---|---|---|---|
| 1900 | | State of Colombia | | | | |
| 1905 | 17,700,000 | 800,000 | 4.5 | 10,000,000 | 5,600,000 | 56.0 |
| 1910 | 1,800,000 | 1,500,000 | 83.5 | 10,000,000 | 5,600,000 | 56.0 |
| 1913 | 5,400,000 | 4,600,000 | 82.5 | 11,400,000 | 6,400,000 | 56.1 |
| 1914 | 3,800,000 | 3,300,000 | 86.6 | 10,200,000 | 6,300,000 | 61.7 |
| 1915 | 3,300,000 | 3,100,000 | 93.9 | 9,300,000 | 7,000,000 | 75.3 |
| 1916 | 5,500,000 | 5,400,000 | 98.1 | 9,200,000 | 6,700,000 | 72.8 |
| 1917 | 5,600,000 | 5,500,000 | 98.2 | 9,200,000 | 7,100,000 | 77.2 |
| 1918 | 3,000,000 | 2,900,000 | 96.7 | 7,800,000 | 6,400,000 | 82.1 |

## PORTO RICO

| | | | | | | |
|---|---|---|---|---|---|---|
| 1900 | 8,600,000 | 5,700,000 | 78.7 | 9,400,000 | 7,400,000 | 78.7 |
| 1905 | 39,900,000 | 26,400,000 | 66.2 | 38,800,000 | 23,600,000 | 60.8 |
| 1910 | 38,000,000 | 26,400,000 | 69.4 | 30,600,000 | 23,300,000 | 76.1 |
| 1913 | 49,100,000 | 40,500,000 | 82.5 | 36,900,000 | 33,200,000 | 90.1 |
| 1914 | 43,100,000 | 34,400,000 | 79.8 | 36,400,000 | 32,600,000 | 89.5 |
| 1915 | 49,400,000 | 42,300,000 | 85.6 | 33,900,000 | 30,900,000 | 91.2 |
| 1916 | 66,700,000 | 61,100,000 | 91.6 | 39,100,000 | 35,900,000 | 91.8 |
| 1917 | 81,100,000 | 73,100,000 | 90.3 | 53,500,000 | 49,500,000 | 85.1 |
| 1918 | 74,300,000 | 65,100,000 | 87.6 | 63,400,000 | 58,900,000 | 92.9 |

(*a*) Civil war raging; figures are those of Barranquilla only available.
(*b*) 1899
(*c*) Exports of U. S.
(*d*) Imports of U. S.
(*e*) Fiscal year 1899-1900
(*f*) 1899
(*g*) 1906
(*h*) Fiscal year 1904-5
(*i*) 1911
(*j*) 1909
(*k*) Fiscal year 1909-10
(*l*) Fiscal year 1914-15
(*m*) Fiscal year 1915-16
(*n*) Estimate
(*o*) Fiscal year 1917-18
(*q*) Fiscal year 1913-14
(*r*) Fiscal year 1912-13
(*s*) Estimate based on import or export figures of U.S.

* *Figures from U. S. Statistical Abstract.*

## SALVADOR

| | *Total Exports* | *Exports to U.S.* | *% to U.S.* | *Total Imports* | *Imports from U.S.* | *% from U.S.* |
|---|---|---|---|---|---|---|
| 1900 | $9,100,000 | $700,000 | 7.7 | *n*$5,000,000 | $700,000 | ..... |
| 1905 | *5,600,000 | 1,225,000 | 21.8 | *4,300,000 | 1,400,000 | 31.2 |
| 1910 | *7,300,000 | 2,300,000 | 31.2 | *3,700,000 | 1,300,000 | 36.0 |
| 1913 | 9,400,000 | 2,700,000 | 28.7 | 6,200,000 | 2,500,000 | 40.3 |
| 1914 | 10,800,000 | 2,700,000 | 25.2 | 5,000,000 | 2,000,000 | 40.0 |
| 1915 | 10,300,000 | 1,800,000 | 17.5 | 3,900,000 | 2,600,000 | 66.6 |
| 1916 | 66,700,000 | 61,100,000 | 91.6 | 39,100,000 | 35,900,000 | 91.8 |
| 1917 | 16,700,000 | 5,700,000 | 34.1 | 6,800,000 | 1,500,000 | 22.1 |
| 1918 | 12,000,000 | 8,300,000 | 69.2 | 6,000,000 | 3,900,000 | 65.0 |

## TOBAGO and TRINIDAD

| | | | | | | |
|---|---|---|---|---|---|---|
| 1900 | 12,600,000 | 3,900,000 | 30.9 | 12,200,000 | 2,900,000 | 23.7 |
| 1905 | 12,100,000 | 3,400,000 | 28.3 | 12,800,000 | 3,300,000 | 25.8 |
| 1910 | 16,900,000 | 4,500,000 | 26.6 | 16,300,000 | 4,200,000 | 25.7 |
| 1913 | 25,300,000 | 6,800,000 | 26.9 | 24,400,000 | 4,000,000 | 16.6 |
| 1914 | 13,100,000 | 5,400,000 | 41.2 | 14,000,000 | 4,100,000 | 29.3 |
| 1915 | 16,600,000 | 8,200,000 | 49.3 | 14,900,000 | 4,400,000 | 29.5 |
| 1916 | 20,900,000 | 7,200,000 | 34.6 | 17,800,000 | 6,200,000 | 34.8 |
| 1917 | 25,800,000 | 7,100,000 | 27.5 | 23,000,000 | 7,000,000 | 31.0 |
| 1918 | *s*27,000,000 | *d*7,100,000 | 26.3 | *s*20,800,000 | *c*6,600,000 | 31.7 |

## VENEZUELA

| | | | | | | |
|---|---|---|---|---|---|---|
| 1900 | 14,400,000 | 5,500,000 | 38.2 | 8,300,000 | 2,500,000 | 30.1 |
| 1905 | *h*15,600,000 | 4,800,000 | 30.8 | *h*9,300,000 | 2,800,000 | 30.1 |
| 1910 | 18,000,000 | *d*6,700,000 | 37.2 | 12,500,000 | *c*2,800,000 | 22.4 |
| 1913 | 29,500,000 | 8,500,000 | 28.8 | 18,200,000 | 7,000,000 | 38.5 |
| 1914 | 21,500,000 | 9,400,000 | 43.7 | 14,000,000 | 6,000,000 | 42.8 |
| 1915 | 23,400,000 | 13,200,000 | 56.4 | 13,500,000 | 8,000,000 | 59.3 |
| 1916 | 22,700,000 | 11,800,000 | 51.9 | 20,600,000 | 13,000,000 | 63.1 |
| 1917 | *23,200,000 | 13,100,000 | 54.7 | *20,200,000 | 15,100,000 | 68.0 |
| 1918 | 19,800,000 | *d*12,000,000 | 60.6 | 14,900,000 | *c*7,200,000 | 48.3 |

(*a*) Civil war raging; figures are those of Barranquilla only available.
(*b*) 1899
(*c*) Exports of U. S.
(*d*) Imports of U. S.
(*e*) Fiscal year 1899-1900
(*f*) 1899
(*g*) 1906
(*h*) Fiscal year 1904-5
(*i*) 1911
(*j*) 1909
(*k*) Fiscal year 1909-10
(*l*) Fiscal year 1914-15
(*m*) Fiscal year 1915-16
(*n*) Estimate
(*o*) Fiscal year 1917-18
(*q*) Fiscal year 1913-14
(*r*) Fiscal year 1912-13
(*s*) Estimate based on import or export figures of U.S.

* *Figures from U. S. Statistical Abstract.*